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THERE'S CREAM IN EVERY DROP.
Sole Agents:
CONNELL BROS. CO., LTD.
HONG KONG & S. CHINA.

The dollar, on demand, closed to-day at 1/6 1-8.

The China Mail

Est. 1845. THE OLDEST ESTABLISHED NEWSPAPER IN THE FAR EAST. Est. 1845.

No. 28,805 HONG KONG, THURSDAY, AUGUST 16, 1934. PRICE \$3.00 Per Month.

WE PRESENT A Gorgeous Display of Gowns.
AND OUR PRICES ARE — RIGHT.
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Chater Road Hong Kong Nathan Road Kowloon

STEP TOWARDS INSURING PERMANENT COLONY WATER SUPPLY

SUPERVISING MOTOR TRAFFIC FROM THE AIR

SCOTLAND YARD TEST AUTOGIRO.

"GREAT POSSIBILITIES"

London, To-day.

The first trial flight over London of the new Scotland Yard Autogiro took place yesterday to test the value of the observations which can be made from such a machine for traffic control and other police work.

Assistant Commissioner Tripp, who is in charge of the traffic section of Scotland Yard, was in the Autogiro, and after the flight, he expressed the opinion that there were great possibilities for traffic regulation from the air, the value of which had already been proved in connection with isolated problems, such as the Derby Day congestion.

The police experiments will continue for some weeks. — British Wireless Service.

NEW COMMODORE FOR SINGAPORE

Captain Mark-Wardlaw Appointed.

London, To-day.

Captain W. P. Mark-Wardlaw, D.S.O., has been appointed Commodore, Second Class, in charge of Singapore in succession to Captain Malcolm Maxwell-Scott, who has been Captain in Charge of the Naval Base since 1932.—Reuter.

Capt. Mark-Wardlaw entered H.M.S. Britannia, the cadets' training ship, in 1902, and gained his first commission in 1907. Serving throughout the Great War, he was awarded the D.S.O. for service in a Q ship. He is the author of "At Sea with Nelson," which is the life-story of his great-grandfather, William Mark.

U.S. MARINES OUT OF HAITI

19 Years' Occupation Ended Yesterday.

Washington, To-day.

After 19 years of American occupation, the last body of United States Marines was withdrawn yesterday and full sovereignty restored to Haiti.

The American flag was lowered and the withdrawal carried out in a most friendly manner, stated the Secretary of State, Mr. William Cordell Hull, who wished Haiti all success.—Reuter.

EUGENE BLACK RESIGNS

Federal Reserve May Be Replaced.

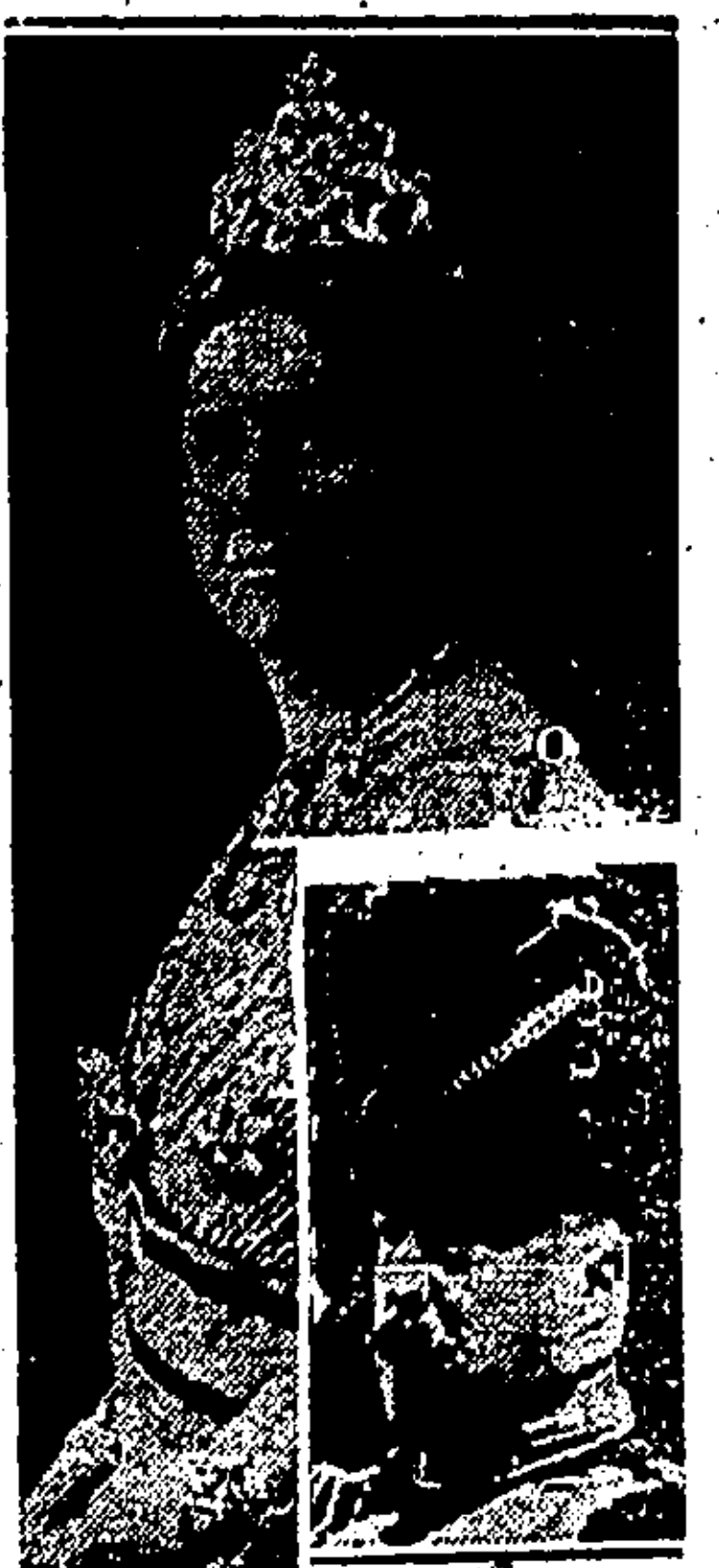
SPECIAL TO CHINA MAIL.

Washington, To-day. Mr. Eugene R. Black has resigned the Chairmanship of the Federal Reserve Board. It is said that he is resuming the Governorship of the Atlanta Federal Reserve Bank.

It is learned that the Treasury is studying the possibility of a central bank replacing the Federal reserve.—United Press, per S. E. Levy and Company.

WEATHER FORECAST

Cloudy weather, with occasional rains and moderate east winds, was the weather forecast as issued by the Royal Observatory this morning.



The death of Henry, Prince Consort of Holland, ended one of the most brilliant royal alliances of a generation. He married Queen Wilhelmina in 1901. They had one child, Princess Juliana, heir to her mother's throne.

DROUGHT DAMAGE WORST ON RECORD IN AMERICA

MEAT SHORTAGE FORESEEN.

Washington, To-day.

The United States drought damage is described by the Ministry of Agriculture as much worse than any previous year on record, and predicts that meat grain prices will remain high until the late Spring or early Summer of 1935.

Livestock prices will probably remain higher longer. The report adds that food supplies generally are ample, but damage to feed, forage and pasture will cause sharp reductions in the supplies of meat and other livestock products in 1935.—Reuter.

FURTHER INCREASE IN FOOD PRICES.

Forecasted By American Agricultural Dept.

SPECIAL TO CHINA MAIL.

Washington, To-day. The Department of Agriculture has forecasted a further increase in food prices due to drought. Grain prices, it states, are unlikely to recede before the Summer of 1935.

Feed grain is 65 per cent. of normal and hay 69 per cent. It predicted drastic re-adjustments of livestock numbers in consequence.—United Press, per S. E. Levy and Company.

MORE RAIN EXPECTED IN MIDDLE WEST

Lightning And Heavy Rains Occur.

SPECIAL TO CHINA MAIL.

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received August 16, 10.05 a.m.)

Chicago, To-day. Lightning and heavy rains occurred in the middle-west States yesterday, while more rain is forecasted.—United Press, per S. E. Levy and Company.

MT. PARKER TUNNEL COMPLETED

MRS. CORVER FIRES LAST CHARGE THIS MORNING

SIX MONTHS' WORK ENDED

A FURTHER STEP WAS MADE THIS MORNING TOWARDS THE INSURANCE OF A PERMANENT WATER SUPPLY IN THE COLONY WHEN MRS. J. CORVER, WIFE OF MR. J. CORVER, OF THE EASTERN MERCANTILE AND CONSTRUCTION COMPANY, CONNECTED A SPECIAL BLASTING SWITCH TO FIRE A CHARGE OF 148 STICKS OF DYNAMITE TO COMPLETE THE MOUNT PARKER TUNNEL, WHICH IS PART OF THE TYTAM TUK CATCHWATER SCHEME, WHICH DRAINS THE NORTHERN AND EASTERN SLOPES OF MOUNT PARKER.

The final shot, which was to blast through some 5 feet 6 inches of solid rock, was fired with due ceremony, in the presence of Mr. W. Woodward, B.Sc. (Eng.), of the Water Department, Public Works Department, Mr. A. G. W. Tickle, F.R.I.E.A., Assistant Director of Public Works, Mr. C. W. E. Bishop, B.Sc. (Eng.), Public Works Department, Mr. H. H. Ross, Public Works Department, and Messrs. C. L. Shank, T. B. Wilson, J. Corver and J. Smith, of the Eastern Mercantile and Construction Company, who have had in hand the contract for the construction of the tunnel and a section of the necessary channels of the catchwater scheme.

The necessary drill-holes were made 3 feet 6 inches deep into the solid rocks, the charge of 148 sticks of dynamite, weighing some 20 pounds, as rammed home in readiness, and the necessary electric wiring to the blasting battery laid in place. At 11.15 a.m., and at 11.45 a.m. Mrs. Corver pressed home the switch. The blast, shaking the whole mountain-side, was instantaneous, and after a lapse of a few minutes, to allow the fumes to clear, the engineers penetrated to the face, where some 30 cubic yards of solid rock, has been thrown some 30 to 40 feet along the tunnel.

The blast, however, was not fully successful, for, although cracks and fissures lined the face, it was not possible to see through into the southern section of the tunnel.

A further small charge was rammed home which, when fired by ordinary fuses, opened up a hole about 2 feet square, through which, when the clouds of smoke had cleared, daylight could be seen through the distant opening of the tunnel.

The "holling" which crowns some six months' solid work, during which from 2 feet 6 inches to 11 feet of rock have been removed daily, being duly completed, the ceremony was concluded in the contractors' office, where the prosperity of the tunnel and of the Contractors was drunk in a magnum of champagne.

TARIFF REDUCTION MENACE

"Will Delay Recovery" Says Mr. Jappe.

SPECIAL TO CHINA MAIL.

Johnsbourg, N.J., To-day. Mr. K. W. Jappe former President of the "Brookmire" bureau, states that tariff and immigration barriers are responsible for the position of the United States wages and prices.

Tariff reductions, he declares, will delay America's recovery and retard unfavourably on the rest of the world.—United Press, per S. E. Levy and Company.

LAUNDRYMAN LEAVES LOCAL ESTATE AT \$73,900

George Chin, a laundryman of Boston, Massachusetts, U.S.A. died on October 17, 1933, leaving local estate valued at \$73,900. Letters of administration have been granted to Mr. G. H. N. Tinson, solicitor.



Captain Franz von Papen, Nazi Vice-Chancellor, who has been appointed German Minister to Vienna, seen (left) being expelled from the United States in 1936. The latest picture of the new Minister shows him (right) in a religious procession. The upper picture was taken while he was under "protection" in his home which is shown in the background.

BRITISH TRADE IMPROVES

INTER-CITY AIRMAIL IN BRITAIN

England, Ireland And Scotland Linked.

INAUGURATION ON MONDAY

London, To-day.

The first inter-city airmail service in the British Isles, and also the first service of its kind to link England, Ireland, and Scotland, will come into operation on Monday.

The new service, which is being operated on behalf of the London Midland and Scottish Railway, will be run between London and Glasgow, calling at Birmingham, Manchester and Belfast.—British Wireless Service.

PIRATES CAPTURE STEAMER.

230 Pillage Vessel And Passengers.

TWO MANCHUS KILLED

Harbin, To-day.

Thirty pirates, masquerading as passengers, yesterday captured a steamer en route to Ying-kow from Harbin, and then moored the vessel 30 miles to the north of Harbin where they were reinforced by 200 confederates who pillaged the steamer and the passengers.

Two Manchus were killed and eight Manchus wounded, while two Japanese also were wounded. Thirty Manchus were kidnapped.—Reuter.

EUROPEAN WOMAN BITTEN BY DOG.

Kowloon Incident.

Mrs. Morse, of No. 147, Waterloo Road, Kowloon, was admitted to the Kowloon Hospital yesterday for treatment, after being bitten by a dog, the property of Mrs. Tinson, No. 9, York Road, Kowloon. The dog has been sent to Ma Tan Kok for observation.

LOCAL RAINFALL

The rainfall for the 24 hours ended 10.30 a.m. to-day was 0.25, bringing the total for the year to 68.87 inches, as against an average of 60.34 inches.

FOOCHOW ALARM

PERSISTENT WAR REPORTS FROM THE CITY

Chinese Cruisers Said Shelling Reds.

49TH. NANKING DIVISION REINFORCES GARRISON

(From Our Own Correspondence)

Canton, To-day.

Six Nanking divisions are being rushed to Foochow to defend the city against the Communists who are said to be fighting desperately with the Government forces a few miles north of the provincial capital, according to telegrams received by Fokienese firms here late last night.

Foochow is in a state of alarm, stated the messages. Gunfire was heard all yesterday. Bombing planes and artillery of the Nanking forces are holding up the southward advance of the Reds, while the Chinese light cruisers at Mamoi are also shelling the Communist positions.

According to the same telegrams, the 49th Nanking division has reached Foochow to reinforce the garrison and to help in the defence of the city.

Earlier press reports stated that heavy fighting is raging between the Communist detachments and Nanking troops at Kutien, a strategic town 65 miles North-west of Foochow. It seems that the Reds retreated from Shukow to Kutien and then launched a counter offensive.

It is learned here that Lien-cheng, an important town in West Fokien, was recently re-captured by the Communists who launched an onslaught from Changtung.

SILVER HIGH MARK IN LONDON.

New Price Record Since 1929.

London, To-day.

Silver reached the highest price registered since 1929 in London yesterday, rising a further 1/4d. per ounce to 21 1/4d. for spot and 21 11/16d. for forward delivery. It should be noted that the 1929 price was in gold value, whereas yesterday's price was in sterling.—British Wireless Service.

(Continued on Page 6).

INFLATIONISTS DISAPPOINTED.

Monetary Conservatism Of Government.

SPECIAL TO CHINA MAIL.

New York, To-day.

The rally in United States Government bonds, plus the export of gold to the value of \$1,000,000 is interpreted as evidence that the Government's monetary conservatism is disappointing inflationists. Favourable market factors, yesterday, raised electricity production rising to 1,659,000,000 kilowatt hours, against 1,658,000,000 kilowatt hours for the previous day.—(Continued on Page 6)

CHINA SELLS SILVER

The London silver report, received through Messrs S. E. Levy and Company, states that America bought yesterday while China sold. The market is steady.

MAIL SCHEDULES

INWARD MAILS.
FROM EUROPE

Hakone Maru (via Siberia)	Aug. 17
Hakozaki Maru	" 17
Mantua (via Suez)	" 22

FROM JAPAN

Pres. Polk	Aug. 17
Emp. of Canada	" 17
Hakone Maru	" 17
Tokyo Maru	" 17
Pres. Taft	" 20
General Pershing	" 20
La Plata Maru	" 23
Asama Maru	" 24
Kitano Maru	" 24
Pres. Jefferson	" 24
Rampura	" 24

FROM AMERICA & CANADA

Pres. Polk	Aug. 17
Emp. of Canada	" 17
Pres. Taft	" 20
Pres. Jefferson	" 24

FROM MANILA

Pres. Grant	Aug. 17
-------------	---------

FROM SHANGHAI

Burdwan	Aug. 17
Tokyo Maru	" 17
Pres. Polk	" 17
Emp. of Canada	" 17
Hakone Maru	" 17
Pres. Taft	" 20
General Pershing	" 21
Asama Maru	" 24
Pres. Jefferson	" 24

FROM STRAITS

Kutsank	Aug. 17
Kutang	" 17
Sirdhana	" 21

OUTWARD MAILS.

FOR EUROPE

Hakone Maru (Air Mail Service)	Aug. 17
Pres. Grant (via Siberia)	" 17
Closes: Reg. 3 p.m. Ord. 4.15 p.m.	
Burdwan (via Marseilles)	" 17
Emp. of Canada (via Siberia)	" 24

FOR JAPAN

Hakozaki Maru	Aug. 17
Pres. Grant	" 17
Empress of Canada	" 24

FOR MANILA

Emp. of Canada	Aug. 17
Pres. Polk	" 17
Pres. Taft	" 21
Tjibadak	" 21
Changte	" 21

FOR AMERICA AND CANADA

Hakozaki Maru	Aug. 17
Pres. Grant	" 17
Empress of Canada	" 24

FOR SHANGHAI

Hakozaki Maru	Aug. 17
Pres. Grant	" 17
Hakozaki Maru	" 17
Empress of Canada	" 24

FOR STRAITS & INDIA

Hakone Maru	Aug. 17
Sanchia	" 18
Suleung	" 20
La Plata Maru	" 23
Rampura	" 25

FOR AUSTRALIA

Changte	Aug. 21
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VIA SIBERIA—Letters and post-cards for Europe and South America are forwarded "via Siberia" if so superscribed.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given above unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

AIR MAIL—Imperial Airways via Singapore, Bandoeng-Amsterdam via Singapore-Singapore-Marseilles via Saigon. Correspondence for Europe and intermediate countries will be accepted for transmission by these Services. Rates and all particulars are shown in the schedules exhibited at the General Post Office and Kowloon Office. All letters etc., must be marked "By Air Mail" and handed in at the General Post Office. Unless superscribed for dispatch by a special air mail service, correspondence will be forwarded by the first service available.

The Woman's Page



Fashion For Brides

Movie Actress, Sets New Vogue.

Marian Marsh will probably set a new fashion for spring brides with the lovely ensemble she wears for her wedding in "Love at Second Sight."

Her gown of lace is cut on long flowing lines, with dress and train all in one. The waist is encircled by a loose steel girde, and the neck and wrists are trimmed with vandyke points of lace.

The most original part of the toilette is the veil. This is worn off the face and fitted closely to the head with a network of pearls, while a circular eye veil covers the eyes and nose, leaving mouth and throat bare. This veil is made of net, pleated with silver, so that it stands out stuffily and does not touch the face.

So that it might photograph better, the whole ensemble was carried out in pale blue.

Six Bridesmaids

The six bridesmaids' dresses were replicas of the bride's, and their heads were covered with tiny skull caps made of the same lace, touched here and there with pearls.

There was one small page boy who wore a long coat of blue satin and carried a silver staff to which three lilies were tied.



MERCURY WINGS OF RHINESTONE

Mercury wings of rhinestones were flaunted recently in the golden bob of Thelma Todd. They give a finishing touch to any evening toilet.

SHORT SKIRTS ARE RETURNING

Predicted By Paramount Fashion Designer.

LEG AND ANKLE TRIMMING

The skirt length prediction for spring and summer, 1934, according to Travis Banton, Paramount fashion designer, is short. Quite short! Almost back to the flapper-short-age!

We shall see what we shall see when spring rolls around. It seems too quick a jump from ankle length to knee. But, then, where woman and her wayward fancy are concerned you never can tell.

If it comes to pass that the girls will be little girls again by spring, don't blame us for not tipping you off to the leg and ankle trimming need. Under those lengthened skirts you may have got a bit careless and let the calf thicken. If the short skirt prediction comes true, you may be sure that even better ankles will be demanded than in the last short skirt era. The reason? Well, women have gone a long way in other beautifying directions since that flapper era.

Their hair, makeup, hands and silhouettes have been in the process of polishing and improving until they're pretty nearly perfect. No less will be required of the ankle turn and the leg symmetry.

STEEL HAT PINS

Old-fashioned steel hat pins return to the mode as Fifi D'Orsay wears them on a dramatic black satin sailor hat in "Going Hollywood." Two steel hat pins are crossed at the exact front of her hat to form an interesting and decidedly different accent for the tailored costume.

DRESSY EVENING GOWN

Practically every dressy evening gown has its train, not too long, but lying just far enough on the ground to add cachet. This is as true of organdie frocks as it is of flowered crepes. One must admit it gives them a real party look.

THE CANADA SHOE CO.

18 D'Agular St.—cor Wellington St. High Grade Footwear for LADIES and GENTLEMEN. A large assortment in stock also shoes made to order. Promenade Shoes, Dress Shoes, Riding Boots and Leggings. Tel. 33723.

Quicker!

and a shine as bright as lightning

BRASSO METAL POLISH

THRILL!

(Pay a visit before it is too late.)

NEW STORE

VARIETIES BARGAINS

Astonishing Prices

for
PRINTED,
PLAIN,
STRIPED,
EMBROIDERED,

Latest Materials

At COST PRICE in celebration of the Opening

BUY BRITISH GOODS

New Consignments in Large Assortments and Latest Patterns, at SACRIFICING PRICES.

RING PHONE NO. 34061.

THE SILK PARADISE

(DAYARAM'S)

36A, Queen's Road Central (Opposite Queen's Theatre.) Ladies' and Gentlemen's TAILORING, 24 hours' Service.

THE HONG KONG

PENINSULA HOTEL;
HONG KONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL

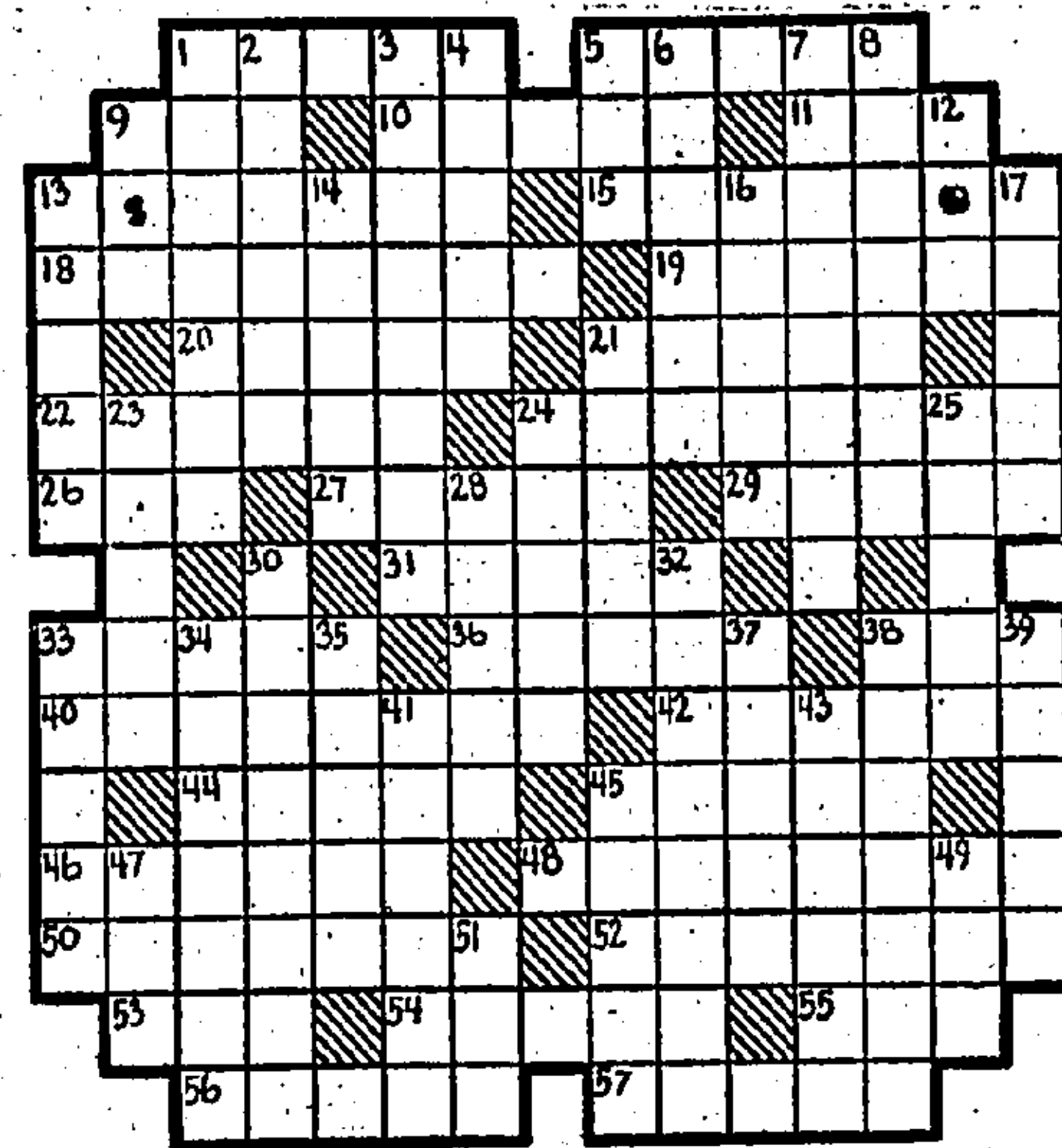
& SHANGHAI

ASTOR HOUSE; PALACE HOTEL;
HOTELS,
LIMITED.

In association with the Grand Hotel des Wagons Lits, Peking.

DAILY CROSS-WORD PUZZLE

This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spelling, such as harbor, plow, and altho.



- | | | |
|--------------------------|---------------------------|-------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Pleasure | 44-To make amends for | 13-The green plants on |
| 5-Agitates | 45-One who makes | 14-Girl's name |
| 9-Worthless dog | 46-Railway eating cars | 15-Device for lifting |
| 10-Mistake | 48-Wisdom | 17-Old English spelling |
| 11-Organ of hearing | 50-Leaned | of stay |
| 12-Native of Genoa | 52-Traders | 21-Dark (Obs.) |
| 15-The roof of the | 53-A naval officer | 22-Small candle |
| mouth (pl.) | (abbr.) | 24-Killed |
| 18-Never quiet | 54-Drunkard | 25-Lawful |
| 19-To come from action | 55-A letter | 28-Plural of seta |
| 20-A long, slender piece | 56-Taut | 30-Ruse |
| of wood (pl.) | 57-A Russian title | 32-Cavalryman |
| 21-Valuable breed of | (pl.) | 33-Debarke |
| cattle in England | | 34-Flowing from a |
| 22-Removed the pits | VERTICAL | source |
| from | 1-Dark blotch on the | 35-Force air noisily |
| 24-Calmly | sun | through the nostrils |
| 25-Perched | 2-An electrically | 37-Country in Asia |
| 27-A town in France | charged particle | 38-Equipment of a |
| 29-To see again | 3-Seeded again | draft animal |
| 31-Distributed | 4-Look of hair | 39-Sings around |
| 33-Joers | 5-Mop | 41-Inserts |
| 36-The first month of | 6-Trapper | 43-Trial venture |
| the Hebrew | 7-Argued | 45-A military student |
| calendar | 8-A thin satin | 47-Suffix: same as II |
| 38-Owens | 9-A letter | 48-Crowns (abbr.) |
| 40-Native of Armenia | 12-Residence (abbr.) | 51-Female deer |
| 42-A rainfall | | |

The solution of the above with a new cross-word puzzle will appear in to-morrow's issue.

THE LATEST COLOURS FOR JEWELS

Coffee And Brown.

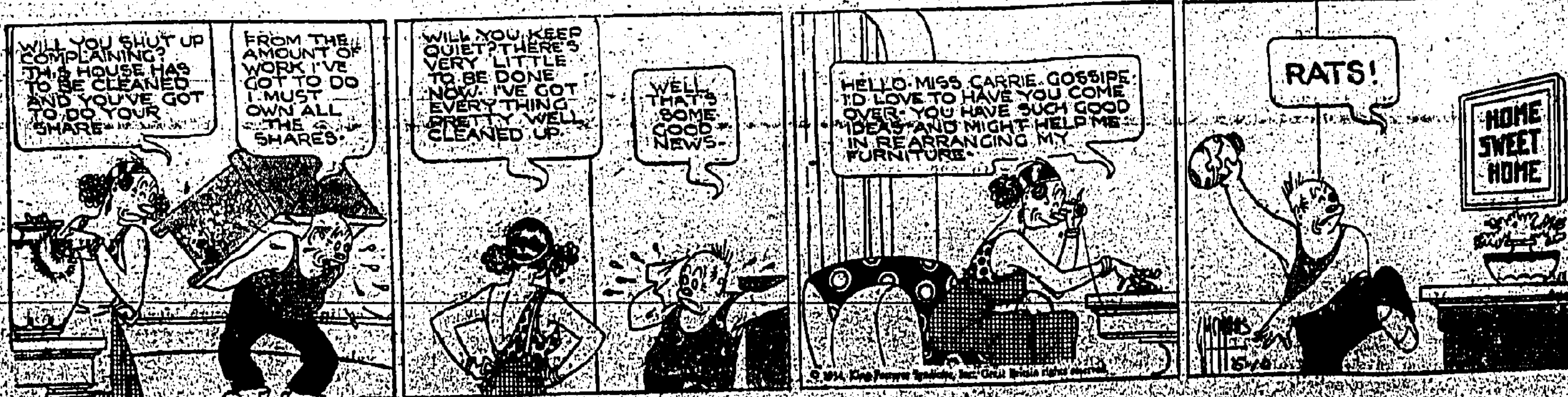
At the moment one's jewels, to be correct, must be brown. If you cannot afford a necklace of amber, preferably in plaque form set in large links, flat, square or oval in shape, you must buy one in stained and polished wood, with, possibly, large or small pearls strung between the wooden plaques. The newest artificial pearls are in deep, rich-looking coffee-coloured-creams or browns. For a change, your necklace may be made of clear glass globe beads filled with coloured waters—a fashion inspired, surely by the bottles of coloured water displayed in old-world chemists' shop fronts.

YESTERDAY'S SOLUTION

DESPOT	ASSENT
ACORN	E T A M E R
M L	YEARNED VI
SAP	SINEW WEB
OTIC	DEW WERE
N NAPS	SARA B
JACRE	RITE
A HEAR	DASH O
DEED	ELA TEST
OLD PAINT	RAT
RE HAMMERS	LE
ECLEC	E EATER
STARCO	REMIS

windows. The beads are graduated, with the largest in the centre. One design had brown beads filled with white; orange, red and green water. Another design, for use with a cruising frock, had a blue clasp in the form of an anchor, and in its centre globe a tiny fish of scarlet and blue enamel floated.

Bringing Up Father.



THE OVERLAND CHINA MAIL

PUBLISHED EVERY WEDNESDAY

contains all the general and sporting news of the week.

Order Your Copy Now.

China Mail Office 3A, Wyndham Street

SPORTING PAGE

"CRICKETER" SELECTS ENGLAND XI FOR SATURDAY OVAL TEST



Wally Hammond whom England expects to do his duty, following his 302 not out against Glamorgan.

OVAL TEST RECORDS

AUSTRALIA'S TWO WINS AT KENNINGTON

SITE OF FIRST TEST IN ENGLAND

ENGLAND SECURE INNINGS MARGIN THREE TIMES

On past performances, England's chances of winning the last Test match of the present series, which commences at the Oval on Saturday, are very bright.

Since the first Test ever played in England, in 1880 (which was played at the Oval), 16 Tests have been fought out on the famous Surrey ground, and of these England have lost only two, the second, played in 1882, when Australia won by the narrow margin of 7 runs, and the last, in 1930, when the home team were routed to the extent of an innings and 39 runs.

Of the remaining 14 matches, England have won nine, the balance having been left drawn.

The following is a complete summary of all Test matches played at the Oval since 1880:

1880. England won by 5 wickets. England: 430 and 57 for 5. Australia: 149 and 327.

1882. Australia won by 7 runs. England: 101 and 77. Australia: 63 and 122.

1884. Drawn. England: 346 and 85 for 2. Australia: 551.

1886. England won by an innings and 217 runs. England: 434. Australia: 68 and 149.

1888. England won by an innings and 137 runs. England: 317. Australia: 80 and 100.

1890. England won by two wickets. England: 100 and 95 for 8. Australia: 92 and 102.

1893. England won by an innings and 43 runs. England: 483. Australia: 91 and 349.

1896. England won by 66 runs. England: 145 and 84. Australia: 119 and 44.

1899. Drawn. England: 576. Australia: 352 and 254 for 5.

1902. England won by one wicket. England: 183 and 263 for 9. Australia: 324 and 121.

1905. Drawn. England: 430 and 261 for 6 dec. Australia: 363 and 124 for 4.

1909. Drawn. England: 352 and 104 for 3. Australia: 325 and 330 for 5 dec.

1912. England won by 244 runs. England: 245 and 175. Australia: 111 and 55.

AUSTRALIANS HAVE 42.75 AVERAGE

McCABE HITS SIX OF 25 CENTURIES

TOUR STATISTICS TO DATE

HAVING won the first Test, lost the second, and drawn the third and fourth, the Australians are meeting England in the final Test, which will be played to a finish, at the Oval on Saturday. With a win in hand for each team, this match will decide the 1934 rubber.

To date the tourists have won nine of their 27 matches, lost one, and drawn the remaining 17. It is interesting to note that since the fourth Test at Leeds they have drawn every match in which they have taken part.

The Australians have scored 11,543 runs in England, for the loss of 270 wickets, giving an average of 42.75 runs per wicket. Their opponents have scored 9,869 for 422 wickets, an average of 23.36.

Of the 25 centuries scored by the Australians Stanley McCabe claims six, while W. H. Ponsford claims four, and Don Bradman four, including his 304 against England in the fourth Test. No English player has scored a century since the last Test.

Below will be found a complete and comprehensive survey of the tour to date:

Twenty-five centuries, including one treble century and five double centuries, have been scored by the Australians, as follows:

- 304—D. G. Bradman v. England
- 281—W. H. Ponsford v. M.C.C.
- 240—S. J. McCabe v. Surrey
- 229—W. H. Ponsford v. Cambridge
- 206—D. G. Bradman v. Worcester
- 192—S. J. McCabe v. M.C.C.
- 181—W. A. Ponsford v. England
- 175—A. Chipperfield v. Essex
- 172—W. M. Woodfull v. Lancs.
- 160—D. G. Bradman v. Middlesex
- 142—S. J. McCabe v. Lancs.
- 140—D. G. Bradman v. Yorkshire
- 137—S. J. McCabe v. England
- 228—W. M. Woodfull v. Surrey
- 125—W. H. Ponsford v. Surrey
- 119—W. A. Brown v. Lancs.
- 116—A. Chipperfield v. Hants.
- 113—W. A. Brown v. Northants
- 108—S. J. McCabe v. Leicestershire
- 105—S. J. McCabe v. Gentlemen
- 105—W. A. Brown v. England
- 105—W. A. Brown v. Cambridge
- 101—A. F. Kippax v. Durham
- 100—L. Darling v. Oxford
- 100—W. A. Brown v. Nottingham

Fourteen centuries, including one double century, have been scored against the tourists, as follows:

- 219—Sandham (Surrey)
- 153—Lindsay (England)
- 149—W.G.L.F. Lowndes (Hants)
- 139—Mead (Hants)
- 132—Hendren (England)
- 128—F. C. de Saram (Oxford)
- 116—Gregory (Surrey)
- 110—Ames (England)
- 109—Lindsay (England)
- 107—Tyldesley (Lancs)
- 105—A. W. Snowdon (Northants)
- 105—Arnold (Hants)
- 104—A. B. Sellers (Yorkshire)
- 102—R. E. S. Wyatt (M.C.C.)

Among the bowlers Two Australians have taken 10 wickets in a match:

- 10 for 80—Grimmett v. Worcester
- 11 for 79—O'Reilly v. Leicestershire
- 11 for 129—O'Reilly v. England
- 11 for 78—O'Reilly v. Glamorgan

O'Reilly took 9 for 38, in the first innings against Somerset, and Grimmett had 9 for 74 against Cambridge in the first innings.

Verity (15 for 104) and Farnes (10 for 179), who performed the feat in Test matches, are the only England bowlers to have taken 10 wickets in a single match against the tourists.

Matthews, with 9 for 153 at Northampton, was the only other English bowler to meet with success in both innings.

1921. Drawn. England: 408 for 8 dec. and 244 for 2. Australia: 389.

1926. England won by 289 runs. England: 280 and 436. Australia: 303 and 125.

1930. Australia won by an innings and 39 runs. England: 405 and 251. Australia: 636.

JARDINE, LARWOOD AND VOCE SHOULD ALL BE PLAYING

Verity's Tribute To Touring Skipper Represents His Team's Loyalty

No England eleven could be complete without D. R. Jardine at the helm and Larwood and Voce in the attack.

Hedley Verity, in the hour of his triumph in the second Test at Lord's, said, "I need not say how proud I am to have helped Mr. Wyatt and our team to win at Lord's, but I could not help thinking of my old skipper, Mr. Jardine, and how delighted he would have been to have led England to such a great victory." It was a pleasing thought that was shared by all the members of Jardine's victorious touring eleven.

TIM WALL DOUBT

EBELING MAY BE INCLUDED

FLEETWOOD-SMITH ALTERNATIVE.

PEOPLE who should know are already saying that there will be at least one change in the Australian team for the fifth Test.

England's huge score at Old Trafford showed that the bowling must be strengthened, and the recent successes of Ebeling, the side's second

WOOLLEY REACHES 2,000

A feature of County cricket on Saturday was the completion of 2,000 runs by Frank Woolley, Kent. Another meritorious performance was that of Sinsford, Gloucester, who celebrated the first double of the season—100 wickets and 1,000 runs.

fast bowler, suggest that he will be brought in, either to assist Wall or to take his place.

In view of Wall's record at Manchester—none for 160—and comparative failure at Leeds he may be dropped.

Australia's only other reserve bowler is Fleetwood-Smith.

BATTERY OF FAST BOWLERS

BATTLING DOWN TO NO. 9 GIVES SOLIDITY

KIPPAX WORTH HIS PLACE IN AUSTRALIAN SIDE

(By Cricketer.)

THE LEG THEORY CONTROVERSY WAS RENEWED WITH VIGOUR AT TRENT BRIDGE DURING THE WEEK-END MATCH BETWEEN NOTTS AND THE AUSTRALIANS. AND IT IS FEARED THAT THE FINAL PLAY-TO-A-FINISH TEST AT THE OVAL, WHICH COMMENCES ON SATURDAY, MAY BE MARRED BY THE HOSTILE ATTITUDE OF THE CROWD TO THE AUSTRALIANS. VOCE'S OMISSION AFTER HIS 8 FOR 66 IN THE AUSTRALIAN FIRST INNINGS AT NOTTINGHAM WILL NOT EASILY BE FORGOTTEN IN THE INTERVENING SIX DAYS, AND THE RUMOUR THAT THE TOURISTS OBJECTED TO HIS LEG THEORY TACTICS IS ANOTHER REGRETTABLE FEATURE OF A MOST UNFORTUNATE AFFAIR.

Voce, however, has been again passed over, wisely or not, and we must confine ourselves solely to the selected fourteen players from whom England's eleven will be chosen on Saturday morning.

The probable eleven is likely to be comprised, of the following in batting order: Sutcliffe (Yorkshire), C. F. Walters (Worcester), Hammond (Gloucester), Hendren (Middlesex), R. E. S. Wyatt (Warwick) (Capt), Leyland (Yorkshire), Ames (Kent), G. O. Allen (Middlesex), Verity (Yorkshire), Bowes (Yorkshire), and Clark (Northants).

The only difference between this team and the side which triumphed at Lord's is the substitution of Allen and Clark, two fast bowlers, for Kenneth Farnes, fast, and George Geary, medium to fast.

Ian Peebles (Middlesex) made his Test debut in the 1930 series when the selectors, out of sheer desperation following Bradman's 334 at Leeds, introduced him into the inevitable drawn Manchester game.

He was played to get Bradman's wicket—he got it for 14 runs—and he also secured the wickets of McCabe and Grimmett for a total of 150 runs in 55 overs.

Retained for the final Test, he dismissed Woodfull, Ponsford, Kippax, Oldfield, Grimmett, and Wall for 204 runs in 71 overs in a total of 695 to more than justify his inclusion.

Four seasons later, Peebles is, however, not the bowler he was. He is more accurate than his clubmate R. W. V. Robins, but appears to have lost his command of flight and is erratic—the type who might well lose the match, especially on the fast Oval wicket, by failure to come off. It is speed that is wanted at the Oval and the faster the bowler the better.

COVER NOT FAVOURED

Gover (Surrey) is fast, but inexperienced. He has not yet felt the thrill of Test cricket and his reaction is problematical. In addition he has achieved little to "set the Thames on fire" this season. Nichols the Essex all-rounder, would have been a better choice, though the selectors might have passed him over, deliberately or frequently "bumping" the ball—but Bowes is quite as bad.

Gregory (Surrey) could have done no more this season to have secured a place—he has hit eight centuries—but who is he to displace? His slow bowling qualification is not sufficient to exclude Allen, Bowes, or Clark, the only three doubtful starters, though his fielding is excellent.

With a battery of three fast bowlers (Allen, Bowes and Clark), a fast medium (Hammond), and a slow bowler (Verity), with Wyatt and Leyland as change bowlers, and batting down to No. 9, the England team presents a solidity that has not been manifest in the first four Tests.

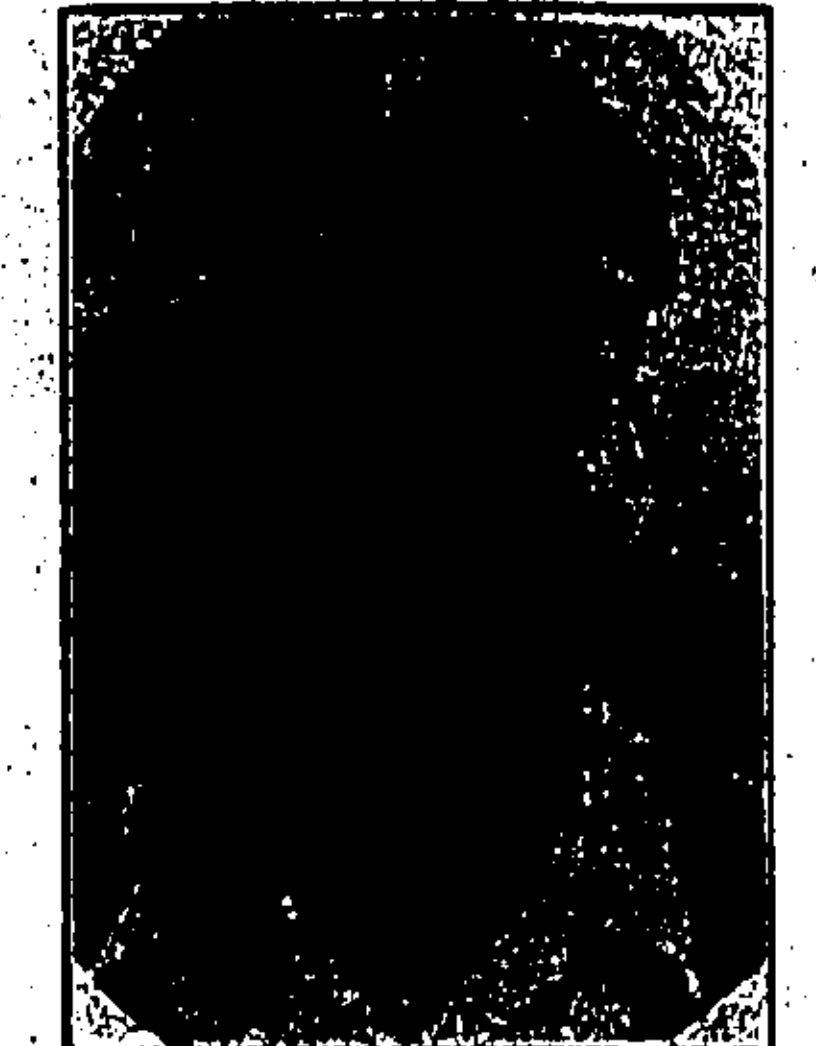
Many will disagree regarding the batting strength down to No. 9, pointing out the failures of Sutcliffe, Hammond and Wyatt to get going, and to this all I am able to reply is Sutcliffe's Test record is only equalled by Hobbs, Hammond and Bradman, and he scored 208 against Surrey at the Oval on Monday. Hammond scored 302 not out against Glamorgan last Thursday and is at present heading the English averages with 82.35. Wyatt is averaging 61 for the season and has proved in the past that he is the "big" match player.

CLARK AND ALLEN The performance of Clark at Old Trafford must not be taken too harshly as he was there forced to bear the brunt of the "shock" attack with little support from Allen. He is a very deadly left-handed bowler, and it only remains to be seen whether he can bowl at his best for long periods.

The same doubt existed regarding Allen, who has only recently recovered from an operation. His 8 for 58 against Sussex at Hove and 4 for 42 against Surrey at the Oval has, however, dispelled those doubts.

If one of the three speed merchants is dropped it will probably be Clark—but a fast batsman—44.96 average.

(Continued on Page 5)



W. M. Woodfull, the Australian skipper, is in the awkward position of not knowing what reception he will get when he leads his men out at the Oval.

SUTCLIFFE INCIDENT

STRAINS LEG NOT DROPPED FROM ELEVEN

PARSON'S BRIGHT BATTING.

YORKSHIRE FOILED

SUTCLIFFE strained his leg in the first innings of the match between Yorkshire and the Australians at Sheffield when he was run-out attempting a second run after a mis-field by Fleetwood-Smith. He stood down from the fourth Test as a result, and was not dropped as some considered.

A. B. Sellers is the first Yorkshire captain to make a century against an Australian touring team.

HENDREN SERIOUSLY INJURED

Patsy Hendren, one of England's most dependable bats and one of the world's finest slip fielders, seriously fractured his left hand yesterday and may be unable to play in the last Test. It is stated, however, that Voce may still find a place in the England eleven.

since D. C. F. Burton did so in 1921.

Hardstaff, the umpire in the Derby-Middlesex match, had a busy time before the arrival of Baldwin as deputy umpire for Chester, who was injured. He changed ends with the bowlers, while Armstrong, the Derbyshire left-arm slow-bowler, umpired at the striker's end. As it happened Armstrong was called on for a decision, when Alderman was run out.

Lancashire Hope.

A. D. Baxter, the Scot who is qualifying for Lancashire, is suggested as one who ought to be given a Test trial. He bowled well for Lancashire against the Australians in June, and was the only man really to trouble the Players in the Oval match.

L. S. H. Summers, of Dulwich, gave a great all-round display in a recent match. He scored 109 in a flawless knock, and captured 5 wickets for 18 runs against Kenley.

Brilliant Parsons

The Rev. J. H. Parsons dominated the game between Warwick, who won over Yorkshire, so thoroughly that he made 94 out of 121. He batted less than two hours and hit three 6's and twelve 4's.

With the last pair together Warwick needed 12 runs, and while Hollies kept up his end, Mayer finished off the match by hitting successive deliveries from Macaulay for two 4's.

TEST MATCH AVERAGES

Complete statistics for the first four Tests are as follows:

BATTING				
	I	R	A	Ave
Bradman	6	487	304	71.53
Ponsford	5	281	181	70.25
Leyland	6	351	183	70.29
McCabe	7	403	187	67.17
Allen	1	61	61	61.00
Sutcliffe	5	238	68	59.50
Walters	7	332	82	55.23
Hendren	6	304	132	50.66
Verity	5	91	60	45.59
Brown	7	289	105	41.28
Chipperfield	6	181	92	36.25
Ames	6	228	129	38.00
Wyatt	4	94	44	23.50
Woodfull	6	166	73	27.66
O'Reilly	4	78	39	24.90
Geary	3	62	53	20.66
Keston	2	37	25	18.50
Hammond	6	104	37	17.33
Grimmett	6	64	39	10.55
Oldfield	6	64	23	10.55
Darling	6	77	37	12.83
Patel	2	22	12	11.00
Bowes	2	10	10	10.00
Mitchell	3	14	9	7.00
Hopwood	3	15	10	8.00
Wall	2	2	10	5.00
Bowen	2	2	10	5.00
Clark	1	2	10	5.00
Farnes	2	2	10	5.00

BOWLING					
	O.	M.	R.	W. A.	
Verity	213.8	83	410	24	17.08
O'Reilly	274.4	109	547	24	22.79
Farnes	81.2	18	223	10	23.80
Bowes	95	22	264	10	26.40
Grimmett	289.9	125	501	17	29.47
Chipperfield	75	19	201	5	40.20
Geary	38	17	203	4	50.75
Hammond	101.3	22	235	5	58.50
Wall	148	24	469	6	78.16
McCabe	81	18	193	2	96.50
Clark	44	10	116	1	116.00
Allen	37	3	134	1	136.00
Mitchell	57	7	225	1	225.00
Hendren	1	0	4	0	—
Leyland	10	1	35	0	—
Darling	16	2	51	0	—
Hopwood	77	22	155	0	—

AMONG THE FIELDSMEN
 Hammond (9), Chipperfield (7),
 Verity (4), McCabe (3), Sutcliffe (2),
 Geary (2), Hendren (3), Grimmett (1), Wall (1), Ponsford (3),
 Bromley (2), Leyland (1), Walters (3),
 Darling (1), O'Reilly (1), and
 Wyatt (2), and Brown (1).

WICKET-KEEPERS
 Oldfield stamped five and caught
 six. Ames caught seven.

RUNS PER WICKET
 England: 2028 runs for 55 wickets—36.87 average.
 Australia: 2293 runs for 51 wickets—44.96 average.

AMONG THE FIELDSMEN

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WICKET-KEEPERS

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Australia: 2293 runs for 51 wickets—44.96 average.

SOUTH AFRICA'S PANORAMA SEEN FROM A CUSHIONED ARMCHAIR

"FERRYBOAT" AEROPLANES ARE COMING

No Wings Or Screw Propellers.

PADDLE-WHEEL PROPULSION

Berkeley, California. Aeroplanes with neither wings nor screw propellers, but equipped with paddle wheels which would propel them through the air like river or harbour ferry boats, were pictured as the possible aerial craft of to-morrow, to the American Association Society of Mechanical Engineers.

Professor P. K. Kirksten, of the aeronautical engineering department of the University of Washington speaking of aerial plans for the future, said that the paddle-wheeled aeroplane project is supported by principles of air mechanics already developed in Germany, France and the United States, and is of proven practical value.

Better Performance

Dealing with the characteristics of cycloidal aircraft and their performance and stability in flight, Professor Kirksten said: "Idling, cycloidal propellers should be superior to fixed wings in standard gliders of aeroplane form. Cycloidal aircraft offer advantages for military duty in that there are no wings to obstruct the view or to interfere with machine guns. The cycloidal propeller has the important advantage of being noiseless. There seems to be no reason why this type cannot excel the aeroplane in any manoeuvre now performed."—Reuter.

CHINA BUILDS ANOTHER AEROPLANE

Nanking.

Another home-made aeroplane has been completed by the Aeronautic Works of the Aviation Administration. The plane will be named Java, as donations from overseas Chinese in Java were devoted to its construction. The total cost is about \$50,000.

GRAF ZEPPELIN AT BUENOS AIRES.

Thousands Crowd Roofs To Cheer

EXPERIMENTAL VISIT

Buenos Aires.

The Graf Zeppelin paid this city a 75-minute call June 30, its first visit to Buenos Aires, and after loading mail, turned northward again. Thousands of persons crowded the flat roofs of the city to cheer its arrival and wave farewell, hoping its fortnightly trips to South America will be extended next year to include Argentina.

The visit, in the nature of an experiment, marked identification of the South Atlantic air-mail rivalry between Air France Steam Packet and airplane combined services, and the German all-air and Graf service.

The German Deutsche-Luft-Hansa recently beat the record by delivering mail here four days after postage in Berlin. Air France, however, has attempted all-air service, and delivered mail in Rio de Janeiro two days after leaving Paris.

U.S. AWARDS CONTRACTS FOR 81 BOMBING PLANES

\$3,195,450 Order Placed With The Glenn L. Martin Company.

Washington. The War Department has awarded a contract for the purchase of 81 bombing planes to a contract for 280 airplane the Glenn L. Martin Company, Baltimore, for \$3,195,450. The contract was given the Wright Aeronautical Corporation, Paterson, N. J., for \$1,705,738.

GREATEST AIR MAIL SERVICE

Canada's Chain of 130 Aerodromes

LINK WITH FAR EAST

Ottawa.

Good progress is being made in Canada with the carrying out of the scheme for the great air mail service which is designed ultimately to secure the delivery of letters between London, Montreal and New York in three and a half days, and to provide the fastest mail service to the Far East. The project is described as being "one of the greatest steps ever taken in the history of mails transport."

The Canadian authorities believe that it will be practical to start the quick mail service from London by the spring. Mails brought by liners would be picked up by aeroplanes off the south-eastern coast of Newfoundland in spring and summer, while in winter they would be transferred at Halifax, Nova Scotia, taking half a day longer.

A chain of 130 aerodromes, stretching 2,800 miles from the Atlantic to the Pacific and providing safe landing-places every twenty-five miles across Canada, will probably be completed within twelve months.

Six thousand men have been working for a year in felling timber and draining and levelling land for the trans-Canada project. According to Col. D. M. Sutherland, the Minister of National Defence, this work will be completed by the autumn, while by next spring the fields will be equipped with apparatus second to none anywhere.

PLANE BUILDER IN DIFFICULTY

French Air Minister May Give Aid

Paris, August 5.

M. Crouzet, builder of the world-famed aeroplane Rainbow, in which the crack pilot Meunier repeatedly crossed the Atlantic, announced to-day that he is forced to close down his factory.

It is reported that French Air Minister, M. Denain, will personally check the causes of the threatening bankruptcy of the Crouzet works in the attempt to provide, if necessary, Government aid to enable the continuation of production.

AIR TRAFFIC IN U. S.

In 1933 American airlines carried about 2 per cent. of the long-haul traffic (trips of over 100 miles) of American railroads.

TRANSVAAL TO CAPE BY AIR

BUSINESSMAN'S GRAPHIC DESCRIPTION

1,000 MILES IN NINE HOURS

"A BUSINESS man in a hurry is an animal not to be thwarted." Somebody at some remote time made this very true remark," writes R.M.M. in the Imperial Airways Gazette.

I like to call myself a business man, and just recently I found myself in the midst of Johannesburg in a great hurry to get to Cape Town. A lot depended on my presence at that spot nearly a thousand miles away. There was, of course, the train, and then again I could make the journey by car, but both of these highly commendable ideas which occurred to me were ruled out by the importance of the time-factor. The fact was I had to be in Cape Town within a very few hours—bless the erratic fluctuations of the stock market!

And all this happened in the early hours of a certain Saturday morning. Then came the dawn and inspiration.

IN SPITE OF THE HOUR, 5.35 A.M. IN FACT, I WAS BOLD ENOUGH TO RING THE IMPERIAL AIRWAYS OFFICE, AND IN A TRICE MY SEAT WAS BOOKED ON THE AEROPLANE WHICH WAS TO LEAVE FOR CAPE TOWN AT 7 O'CLOCK THAT SAME MORNING.

I snatched an hour's much-needed sleep, bathed and dressed, and at 6.55 found myself comfortably ensconced in a cushioned armchair, gazing at fast-revolving airscrews and at certain exciting activities on the part of uniformed officials at the Rand Air Port. I had been gently deprived of my luggage some time ago, but felt assured that the agile young man whom I had seen prancing towards the air liner with it knew what he was doing.

No Excitement

Passengers were entering the cabin door and unconcernedly taking their seats and settling themselves down for the journey. There was none of the excitement which I felt the occasion seemed to demand; but, then, I was being initiated into the mysteries of air travel, and these other people about me were in all probability well acquainted with the experience. Quite frankly, I had looked upon air travel as a sort of luxurious and mythical idea entertained only by the wealthy and demonstrative classes, so that they might be able to say to their friends:

"I made the journey by air, my dear."

But these people were different. I saw our pilot climb into the enclosed cockpit. The *Artemis*, for that was the name of the great ten-seater monoplane in which I reclined, roared, the four airscrews revolving faster and faster until they were quite invisible, and made no impression on the blue of the early morning sky beyond. She seemed to be straining tentatively at her leash. The choicks were deftly removed from the wheels and we moved slowly forward, the great tyres trundling over the hard tarmac without conveying more than a tremor to our well-sprung chairs. We taxied slowly away from the hanger until we had reached the far edge of the landing ground, faced about into the wind, and hesitated for a second. Once again the engines roared; we moved forward, at first slowly, but with ever-increasing speed, until the ground was flashing past the cabin windows, and the tarmac became an even harmony of brown and gold.

If you think your little garden is barren and dying for want of rain, and if you are losing heart, if your efforts to revive your withering plants, fly as I have over the country, and you will return to your garden and gaze with pride upon its comparative lush abundance!

Ubiquitous Stewards

A voice at my elbow diverted the trend of my thoughts into other channels.

"Is there anything you want, sir?" The young man in uniform looked apologetic, but I was pleased of his presence, and asked him to explain the exact functions of the instruments fixed to the panel at the forward end of the cabin. He did so with brief assurance, and then continued his rounds inquiring as to the welfare of the other passengers.

A fine array of leather-bound periodicals lay before me on the table, and I was about to open the first of them when the reflection of the sun on water caught my eye, and I saw the dun-coloured ribbon of the Vaal River winding its way through a drought-stricken country. Its course was clearly marked by stunted trees, but the water-level was low, and there were times when the river developed into a series of potholes which seemed to have no connection. Little farms were dotted along the river banks, and I admired and pitied their courageous owners.

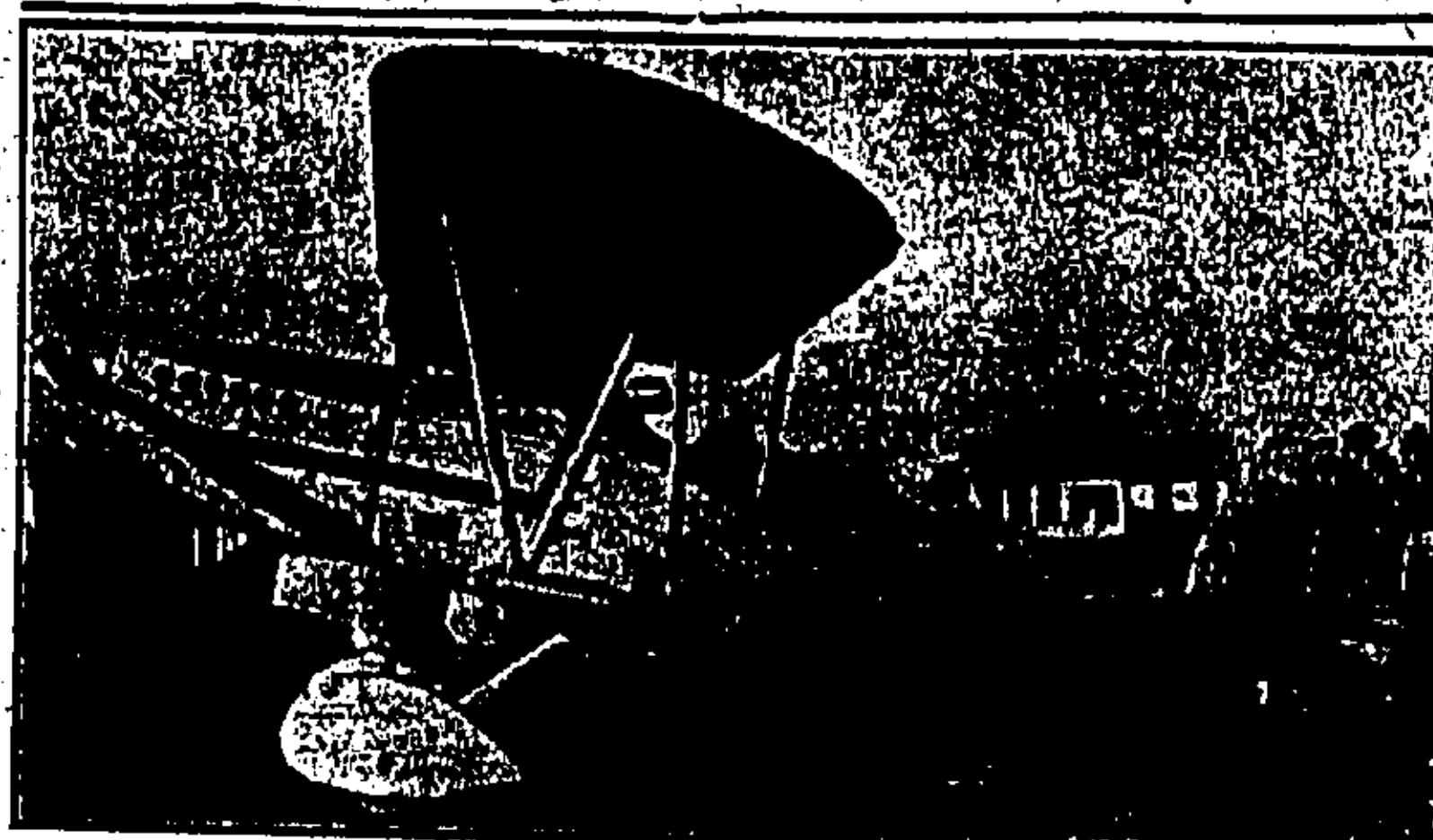
Then I must have slept, for my uniformed friend had to nudge me gently to tell me that we were over Kimberley and directly over the "big hole." I gazed into its open depths, felt a slight buzzing in my ears and saw the needle of the altimeter dropping steadily away from the 6,000 ft. mark at which we had been flying. Our Captain throttled down his engines and we glided into an effortless landing on the Kimberley Aerodrome.

It was exactly 9.45 as I sat down to an excellent and quickly served breakfast with my eight fellow-passengers.

In The Diamond Town

I had an opportunity of talking to our pilot, and of discussing with him the importance of food. He was in hearty agreement, and breakfast over, we stood in the sun smoking the first cigarette since leaving Johannesburg, and admiring the spiky lines of the *Artemis* at rest.

At 10.20 exactly, we left Kimber-



One of the two planes in which Lord Douglas Hamilton and the Shanghai manager of the Far Eastern Aviation Company, Mr. A. D. Bennett, thrilled Shanghai residents recently, while demonstrating the capabilities of British machines. The demonstration included "crazy" flying, which held the spectators breathless.

ley, a town famous for its diamonds and its breakfasts and little else, and started on the second lap of our journey across Karroo-land. The little Karroo-bush, which is a bunch of dry sticks but on which sheep grow wonderfully fat, was scattered about as the tufts of hair on a native's head.

We climbed to 7,000 ft.; the scene beneath turned to an even greyness, and I grew sleepy after my very good meal. I felt that I could safely close my eyes for a few moments without missing much—and then I was awakened by a slight jolt as we touched ground. On the side of the hill, which I could see through the window, was inscribed in huge white letters the name "Victoria West," which meant "lunch."

Once again the meal was excellent and once again I felt a certain drowsiness as we got up into the air at 1,200 or thereabouts.

So far the flying had been wonderfully smooth and free from "bumps," but the weather did not appear to be as placid ahead, for I could see a bank of very heavy wind-driven clouds. The *Artemis* at once started to climb, and we reached 9,000 ft. simultaneously with our arrival at the edge of the cloud layer, which we cleared by about 500 ft. And we flew above solid woolly-looking cloud until three o'clock, when through a break I caught a glimpse of the majesty of the snow-capped Hex River mountains. Gone were those arid plains and heat-distorted hills. Beneath us there was water in a thousand small streams rushing down the steep mountain sides in plumes of white foam. There were green valleys of moist earth, and there were brilliant white patches which were flowers.

This was perfect, but the clouds obscured the view once again and we continued on our way in brilliant sunshine above an earth in shadow.

Flying Through Rain

It was just after 4 o'clock when the altimeter needle started to drop and the clouds seemed to be rising to meet us. With a rush we plunged into their depths, leaving

CHILEAN PLANES GREET BRITON

Mt. Everest Conqueror Crosses Andes

Santiago.

Col. Percy Etherton, British aerial conqueror of Mount Everest, who visited the country on a lecture tour, was accorded an imposing Chilean welcome. A squadron of army planes flew from Santiago to greet him as he crossed over from Argentina.

The Chilean planes hovered to salute the Colonel's plane through the Uspallata Pass, 10,000 feet high. There was also a Chilean aerial demonstration in the foreground of Mount Aconcagua. Colonel Etherton said the crossing of the Andes was a most impressive experience.

The sun behind, while small beads of moisture formed on the cabin windows.

And just as suddenly as we had entered those clouds did we burst from them again over a dark-looking sea broken by small white-crested waves. We circled, and there straight ahead of us lay the sweep of the Cape Peninsula coast line, and towering above it Table Mountain shrouded in rain-laden clouds.

It was raining when we landed at Wingfield Aerodrome, but the Imperial Airways passenger-car was drawn up under the shelter of the wing of the *Artemis*, and we clambered in.

Within 15 minutes we were in the heart of Cape Town. I looked at my watch—it was 4.40; we had covered the distance between Johannesburg and Cape Town in just nine hours!

Then it was that the object of my journey came to me with a suddenness which was distressing. I thought of what I had to do—there was ample time to do it in—and I knew then the true meaning of the word "anti-climax."

U.S. SELLING AIR ENGINES IN GERMANY

Sharp Increase In Exports

122 IN THREE MONTHS

Washington.

America has been sending heavy shipments of aeroplane engines to Germany in recent months, in the first quarter of the year only Soviet Russia took larger quantities than Germany.

In January, 1933, states the *Herald Tribune*, American exports of aeroplane engines, parts and accessories to Germany sufficed to account for a single large plane. A year later—during last January—37 engines were shipped, valued at \$37,900, while February exports numbered 38 engines, valued at \$37,000, and March exports 47 engines, valued at nearly \$50,000.

Thus in the first three months of 1934 Germany bought 122 American engines—more than the United States shipped to all the rest of the world, excepting Russia, which took 145 engines.—Reuter.

Flying Facts

WOMEN PILOTS WHO MADE HISTORY.

Dr. Bessica Reiche was the first woman to fly in the United States.

The first woman aeroplane pilot, Mme. De La Roche, made her first flight at Chalons-sur-Marne, France, in 1910.

A fight through a heavy rain by a plane equipped with a wooden propeller will eat away several inches of the propeller.

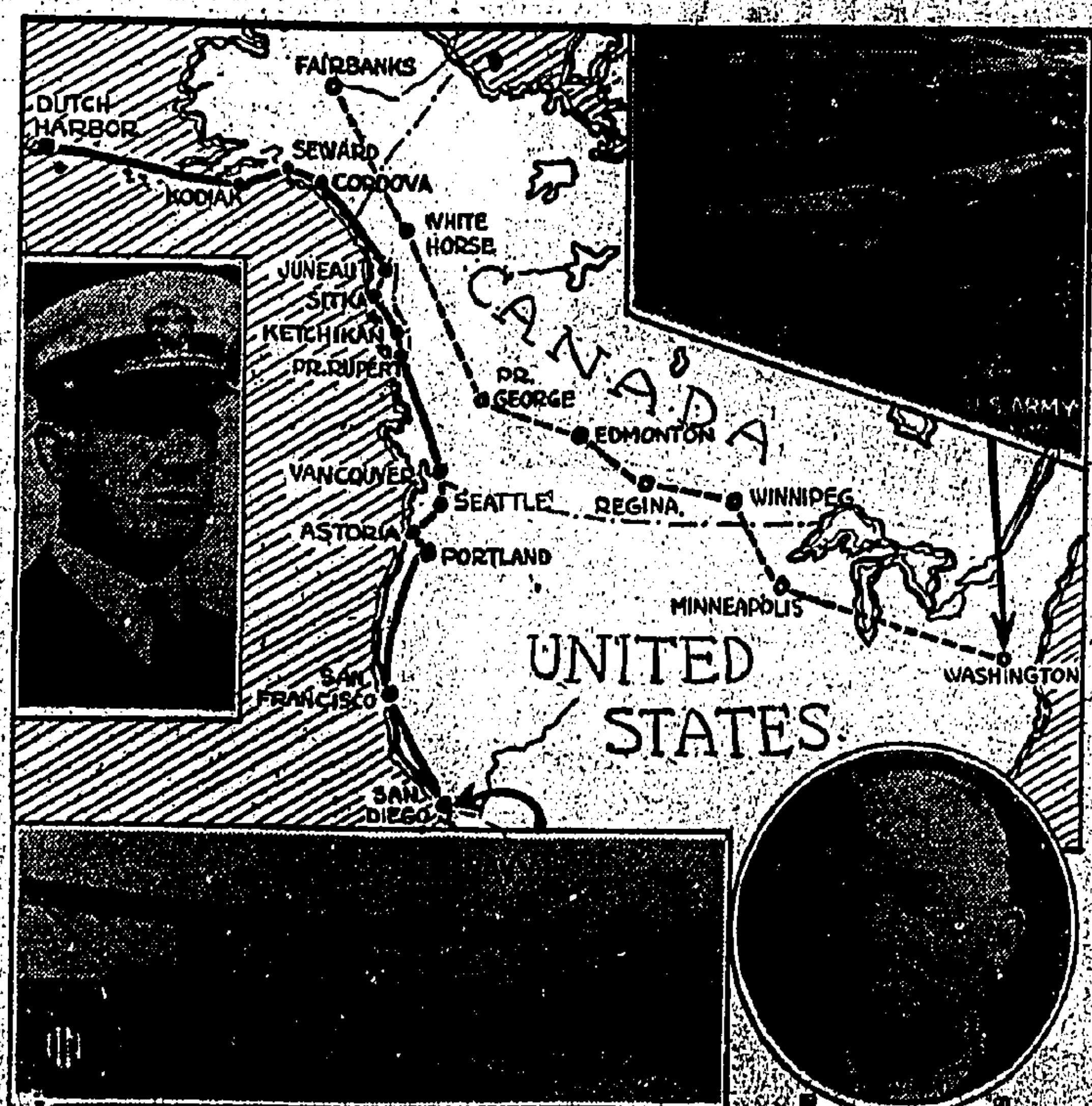
Aeroplanes are now being used to round up Alaskan reindeer and accomplish in a few days what formerly required months of hard work.

Bids for 25 inexpensive, two-seated aeroplanes have been requested by the Department of Commerce for use by aeronautical inspectors of that department.

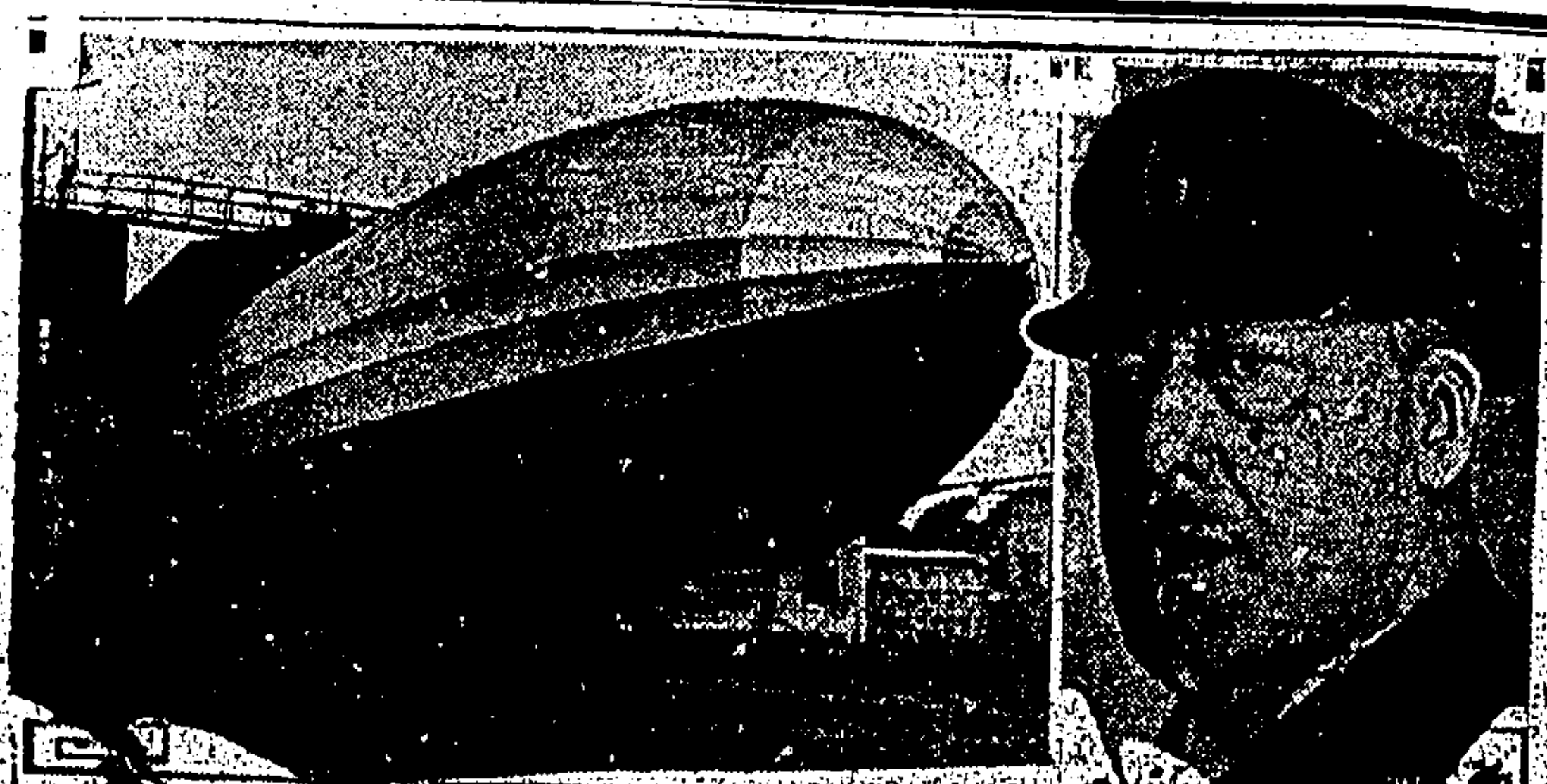
Jean Pierre Blanchard, a Frenchman, together with an American companion, Dr. Jeffries, completed the first air crossing of the English Channel in a balloon in 1875.

AVERAGE DISTANCE FLOWN

During 1933 the average distance flown for every plane owned by a transport line exceeded 100,000 miles.



Japanese and Russian aviators displayed interest in the recent experimental concentration of American Army, Navy and Marine Corps planes in Alaska. Arrangements were sent on a mass right along the routes shown in the map to survey the possibilities of the Alaskan Island bases. Lt. Col. Henry Arnold, commander of the Army detachment flying from Washington, had the type of bomber in his armada shown at right, and Lt. Col. J. W. Sweeney, leader of the Navy and Marine Corps flight, is shown at left with one of the Navy planes assigned to the cruise.



The giant Graf Zeppelin, which despite heavy rainstorms took off from Friedrichshafen on August 1 for South America, carrying many notable passengers, including the Dragoonier Minister, Dr. Dodger, and a couple of freight and mail. Her famous commander, Dr. Eckener (left), was not on board. Captain Lehmann being in charge of the monster dirigible.



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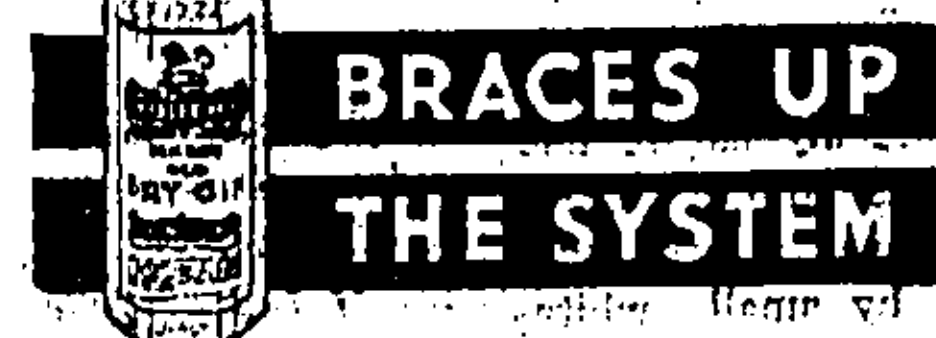
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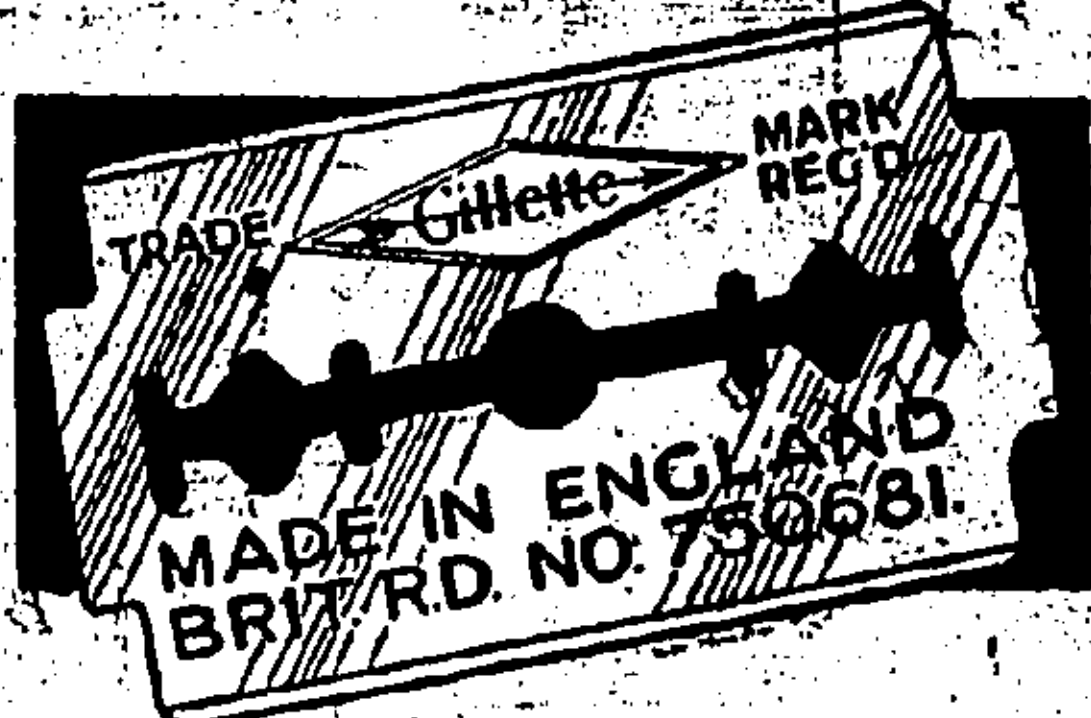
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FIRST FLOOR SHOWROOMS.

WHITEAWAY LAIDLAW & CO., LTD.

The China Mail

Hong Kong, Thursday, Aug. 16, 1934.

German Trade.

Herr Goebels in his capacity as spokesman of the present German Government and Minister for Propaganda, and incidentally as Censor of the Press, shows singularly little recognition of the difference between the sort of propaganda that will serve within his own country and what those who live where the Press is free can be expected to believe. The recent agreement as to trade debts, which is to come into force on the 20th of this month is of great importance to merchants, but it is also of interest as showing a complete absence of any wish to encircle Germany within a wall of trade hostility or political exclusion. What are the facts?

There is abundant proof that without a contented Germany it is impossible for Europe to settle down, and so far as England is concerned the German trade is severely missed. There is every motive of sane self-interest in favour of getting the old interchange of goods started once again; and in the present state of feeling self-interest is the only motive that a cynical and disillusioned world is likely to consider. The international loans which were the subject of the recent negotiations were made without any security except a specially binding engagement that the payment of the interest should be a claim ranking before any private obligation, or any public debt incurred at a later date. The loan was made in cash to enable the German manufacturers to purchase raw materials and get the economic machine going once more, and the amount of interest payable was quite small, and covered several times over by funds held in London and being used for other purposes. How can anyone be surprised if the announcement of intended default by Dr. Schacht gave a severe shock to the creditor countries? It is indeed difficult to understand the motive for the favourable balance of trade with England supplies the largest amount of cash available for the purchase of cotton and wool and the other materials for lack of which German industry is declining. Dr. Schacht's eagerness to negotiate seems to indicate that he was not acting on his own discretion, but on instructions from men who were inclined to presume on an easy-going indulgence which has as a matter of fact, been exhausted. The report of the American Senate's commission on the placing of loans since the war is only the latest evidence

of vast sums that have been lost by financing industries which in the face of all the facts insist on maintaining a nominal gold standard when gold has become too dear to be bought. At any rate, in face of the big losses that have been incurred, and the repeated refusals to adopt a change of policy, the new arrangement to facilitate the payment of accounts in an order of seniority from a controlled account makes any accusation of ill will absurd.

During his wonderfully successful oratorical campaign Herr Hitler on many occasions gave it as his policy that all foreign debts should be repudiated; and that the payment of interest should be ended because it was merely "interest-slavery". Surely it is natural that in London and New York it should be supposed that the recent announcement of intended repudiation should be taken as a beginning of that policy? If not, how is anyone outside of Germany to know what declarations are to be taken seriously? Or in Germany, for the matter of that.

The question is only made more difficult by all that comes to hand about the former colleagues who are now dead. Some sort of explanation was due to the public; but the only statements that have been vouchsafed have reference to conduct or opinions that must have been known to everyone long before the executions; in several cases the alleged conspirators had been consistent for years. General von Schleicher, for example, gave an interview eighteen months ago, which Herr Goebels has recently said would alone have justified his execution. "You know," he said to his interviewer, "what my position was. I have stated it in public. I am not a capitalist, nor am I an anti-capitalist. But I realised that there was as something foully rotten in our economic system, and in my heart of hearts I was, and still am, convinced that Socialism is coming in our time. My task was to see to it that when it does come it should come as decorously as possible, and be as civilised a kind of Socialism as possible. My aim was to found the 'Social Reich' with a government based on the masses, for the benefit of the masses. Such a government must be strong, and above all things it must be honest." Are we really to believe that such a declaration, even backed by some criticism of the Chancellor, was held to be a capital offence?

MOSQUITO NET THEFT

Chan Sang, (31) unemployed, was sentenced to six weeks' hard labour by Mr. E. I. Wynne Jones at the Kowloon Magistracy this morning for stealing a mosquito net from No. 188 Sai Yeung Choi Street, first floor, belonging to Mr. F. Bourdon.

HERE, THERE and EVERYWHERE

RACING AND DIPLOMACY

Mr. Evelyn Donaldson Rawlins, who has been appointed Commercial Counsellor to the British Ambassador in Berlin, speaks 14 languages, including Hungarian and Esperanto.

He learns them while shaving. His vocabulary is limited to the most useful words, but his accent is a thing of beauty. He will be able to "Hell" Hitler with the best Bavarian intonation.

He is a first-rate "mixer," and is at home in every European capital. He has another asset which is rare among commercial diplomats. He has private means. Not the least reason for his popularity in Budapest was the fact that he ran a racing stable.

He was educated at Eton. Pre-war Estonians will remember his uncle as a house-master and, later, as Lower Master.

Your Daily Smile!

A Sunday School teacher had expressed his readiness to explain any difficulties, whereupon a youngster asked him—"When the children of Israel were wandering in the wilderness, where were their fathers and mothers?"

England's national debt is now 240 years old. That beats us, but time will cure that.

May marriages in New York exceeded those in May, 1933. Is that the work of the Blue Eagle or Dan Cupid?

The salesman who is bragging up the roominess of his car might make a bigger hit in some instances if he emphasized the distance from the back seat to the front.

An economist is a man who knows what to do with another man's money if he has any.

Facts You Did Not Know

Water is chilled in a new iceless cooler by a jacket of porous paper that surrounds a bottle, which acts as a wick to draw water up from a receptacle and evaporate it.

An airplane service that has been established in Colombia makes it possible to fly from Barranquilla to Bogota in a day as against a nine day boat and train journey.

Experiments at Pennsylvania State College have shown that films of oil only two ten thousandths of an inch thick can support weights of 500 pounds to the square inch.

DRISCOLL MEMORIAL SERVICE

At Kowloon Union
Church Saturday.

WREATH LAYING AT CENOTAPH

A Memorial Service of the Late Colonel D. P. Driscoll, C.M.G., D.S.O., Commandant General Legion of Frontiersmen who raised and Commanded Driscoll's Scouts in the South African War, and Commanded the Legion of Frontiersmen in the Great War, will be held at 4.00 p.m. on Saturday at the Union Church, Kowloon.

The Rev. H. C. Davies M.C., C.P., will officiate, and South African veterans and other ex-service men are cordially invited.

At 11 p.m. on the same day representatives of the Local Legion of Frontiersmen will lay a wreath in memory of their leader at the Cenotaph.

No ceremony will be held at the Cenotaph, but there may be some who might care to be present.

JARDINE SKIPPER FINED \$10.

No Red Flag For Cargo
Of Sulphuric Acid.

For failing to fly a red flag when carrying a cargo of 60 jars of sulphuric acid aboard his ship at Buoy No. B2 on July 29, Capt. W. A. Balch, master of the Indochina S.N. vessel, s.s. Chak Sang, was fined \$10 by Mr. E. D. Wynne Jones at the Kowloon Magistracy this morning.

BRITAIN'S WEAKNESS IN THE AIR ONLY SIXTH AMONG AIR POWERS

LITTLE INCREASE THIS YEAR

(By Major C. C. Turner.)

London. due to retire, but obviously such a course would be a makeshift, and in any case very few squadrons could thus be formed.

The aircraftman's training has to be up-to-date. Very few of the mechanics who left the Service before 1918 would be ready, without a great deal of new training, to resume their place in squadrons to-day. True, fewer per squadron are needed than in the days of wood construction, but metal construction has called into being an entirely new branch of skilled artificers.

There is a good reserve of Air Force officers, but with few exceptions these are men engaged in civil occupations. They, too, would need much retraining for the active list. Hurried defence measures are inevitably costly, and the result comparatively inefficient. Some of us can recall the terrible training casualties, and the wild waste of material during the war. Every week of delay now incurred will impose upon the country an extra burden of cost.

Spreading Cost Over Years
The immediate adoption of a plan for expansion would not involve any great expenditure in the present year, for little more than preparation for an increase of personnel and for the purchase of land and erection of buildings could be undertaken. The total cost would be spread over the next five or ten years, as the case may be.

Fifty new squadrons would mean an increase of some 850 officers and 5,000 other ranks. Upon the particular scheme adopted depends the proportion of these numbers to be signed on this year. The equipment of the new squadrons cannot yet be ordered, but very few of them would be ready for it for another three or four years. In the meantime the whole problem of air defence, and of air co-operation with fleet and army, is due for review. New ideas that are now current regarding air fighting will lead possibly to important decisions affecting types of machines and also tactics. The development and employment of the flying boat should be enormously helped by a decision to use this class in numbers worthy of a great maritime power.

First Measure Of Expansion
Fifty squadrons, or thereabouts, must only be regarded as a convenient first measure of expansion for the Air Staff to work upon. Careful organisation, and planning, will be called for; training centres which have been closed must be re-opened, and new ones must be established.

Big demands will be made upon the present staff and the instructors of all kinds. The latter in the establishments at Cranwell and Halton include many civilians. What of the Auxiliary Squadrons? They are economical in first costs and in maintenance, and if they do not bear too great a proportion to the Regulars they do not impair efficiency in the least. It should, however, be observed that the Auxiliary Squadrons, like the Special Reserve Squadrons, use up

(Continued on Page 11).

Training Fresh Personnel
If any new plan of expansion is to be fulfilled, there must immediately be greatly increased entries to Cranwell and Halton. Personnel entered now would not complete training before the end of 1937. Past experience shows that if the training be hurried the result cannot be so good. Halton and Cranwell establishments were "cut down" when the normal expansion programme was stopped four years ago. At each there is accommodation for more than double the present numbers, and that is the least that is now necessary. It might not be impossible to increase the available trained personnel by extending the period of service of some of the officers and aircraftmen now

SOLDIER CATCHES LOITERER.

Lame Excuse Entered
As Defence.

"You can't go wandering into private houses looking for your brother," said Mr. Wynne Jones at the Kowloon Magistracy this morning, when Chan Tak-ling, a 58-year-old unemployed who was charged loitering in a dwelling place, pleaded that he was looking for his younger brother, who was a cook.

Cpl. Hermsby, of the Lincolnshire Regiment, stated that at 8.15 a.m. on August 15 he saw the defendant in the passage way of his house, No. 586 Nathan Road. He also stated that he would have to climb over a door in order to get into the passage way.

Sentence of six weeks' was passed.

DR. WILLIAM BEEBE SETS NEW WORLD'S UNDERSEA DIVING RECORD

To-day's Short Story.

ONE HOUR

By N. Scarlyn Wilson.

"ONE o'clock and a fine night—all is well!"

Scarcely had the "Serenade" cry died away when a solitary figure, loomed out of the gloom and slipped quietly across the broad thoroughfare of the Calle Mayor, and disappeared into the network of mysterious winding alleys that led off it into the old, unchanging part of the city.

Juan Lopez walked unhesitatingly along the narrow cobbled street until, of a sudden, as he turned a corner, he ran straight into a blaze of light that fell across the interior of Tio Palomar's tavern. From within came the sound of twanging guitars and the rhythmic beating of tambourines. Juan Lopez paused, and a curious smile flitted across his face. He pulled his broad-brimmed sombrero low down over his eyes, hiding the upper part of his face and his aquiline nose almost completely. Then, with that indescribable air of dignity which marks both prince and beggar in old Spain, he strode into the tavern, and stood, looking about him, a smile playing about his lips and disclosing to view a set of excellently white teeth.

"Gloria de mi alma! How beautiful you are!" Manueto Ruiz was in excellent spirits to-night. He sat with his elbows on the table and his hat pushed back over his curly black hair, gazing with eyes that were a little too deep-set and too hungry looking, into the face of the girl who sat opposite him.

"How beautiful you are, Maria!" he whispered again. She looked at him for a moment, a slow, curious gaze, from eyes that seemed almost to be made of velvet.

"That is what many have said, Manueto," she answered at length, with a studied carelessness. "Even Juan Lopez!"

"Bah! that clown!" answered Manueto impatiently. "What is he? A loafer! A boor!"

Maria saw that she had touched him on a sore spot.

"But he is richer than you, Manueto," she said with a provocative laugh "and he knows how to dance—and make love!"

"Have done, Maria I tell you! He is a clown!"

"As you please," returned the girl, then, with a bewildering change of mood, "and now you shall give me a cigarette." He gave her one; she lighted it deftly. He looked at her greedily; noticed the perfect oval of her face, the graceful curves of the figure beneath her brightly coloured dress.

For some moments she ignored him altogether, gazing intently at the various tables ranged round the patio. Then she spoke again, as though to herself:

"Yes; there have been many since I have been here! There was Tenuelo. . ."

TO-MORROW'S STORY

To-morrow's story will be "The Devil In Budapest," by Eugene Heltau.

"And what was he?" interrupted Manueto abruptly. "A braggart, a gamester!"

"And then, Pedro," continued the girl, calmly.

"Dead!" said Manueto, briefly.

"And now," resumed Maria, "there is Juanito!" She looked at him mockingly, and then let her eyes wander away, following the couples who were dancing in the middle space to the accompaniment of guitars, and the singing of Castilian "coplas."

Manueto leaned forward and seized her hand. "Don't, Maria!" he said imperiously, "you madden me! You madden me, I say! Come with me; I have waited long enough! Leave this place, and the fool Juanito; you cannot love him! He has naught to give you save his money, while I—I, can give you all—that matters—love—everything!"

The girl turned towards him with a burning light in her lustrous eyes. "Go on, Manueto!—go on! It is thus that you should speak to me, for thus only can you win me!"

For answer, Manueto covered her hands with kisses. Then, for a long moment, they were silent; he, with desire lurking in his eyes at the nearness of her; she, for once, forgetting her coquetry in a flood of all-conquering passion.

Suddenly she looked up. "Be careful, Manueto," she said. "There is Juan Lopez," and with a final encouraging pressure, she withdrew her hand from his. How long, she wondered, had Juan been standing there, and how much had he seen?

Juan Lopez came towards them, picking his way easily among the crowd, paying no attention to greetings shouted to him, and keeping his eyes on the two at the table. The same strange smile still lingered about his lips.

Arrived at the table he stood looking at the pair before him with an air of cold detachment. Manueto returned his stare calmly enough, but presently his eyes fell under the stern gaze of Juanito. There was a pause, then Manueto said composedly: "Sit down, Juanito."

Juan Lopez sat down and said: "You were having a very interesting conversation when I came in; I had watched you for at least five minutes before you saw me."

Manueto looked at the ground, and through Maria's mind there shot a spasm of remorse. "Poor Juanito! Then he must have seen everything, and yet he hides nothing; he was always open and frank and now I am going to hurt him."

Juan interrupted her train of thought. "Will the gracious lady," he said jestingly, "deign to lend me a glass of wine?"

Tio Palomar and his two of her admirers would welcome a glass of wine!

(Continued on Page 10)

CHIEF JUSTICE GRANTS LEAVE TO MAKE APPEAL

Formosan Fishing Junk Deal Before Court.

MR. SHELTON'S APPLICATION

Leave to appeal was granted by the Chief Justice, Mr. A. D. A. MacGregor at the Supreme Court this morning in an application by Mr. H. G. Sheldon against judgment by the Puisne Judge, Mr. P. Jacks, in an action brought by two separate plaintiffs against one defendant for money received and lent.

The parties in the case are the Ling Hoi Fishing Company and Wong Tin, as plaintiffs, against Matsunaza Tomio and Matsunaza and Company, as defendants.

Wong Tin, merchants of 515, Queen's Road West, claimed from Matsunaza Tomio, of 11, D'Aguilar Street, the sum of \$680, money lent between January 28 and February 19. Alternatively the money was claimed as having been paid to Matsunaza & Co., at the oral request of Tomio on or about January 26.

In another writ Ling Hoi Fishing Company, of 515, Queen's Road West, claimed \$1,000 from the same defendants in respect of four fishing junks which they had paid for but had not received.

When the case came before the Puisne Judge on May 7 last, the action was ruled as being out of the jurisdiction of the Summary Court, and later, at a re-hearing, was again dismissed on the grounds that the two cases related to one action and not two.

Mr. H. G. Sheldon, instructed by Mr. F. H. Loseby, of Messrs. Russ and Company, appeared for the original plaintiffs who were the present applicants.

THE DIFFERENCE

This was an application he said, for leave to appeal from a judgment in an action brought by two separate plaintiffs against one defendant, although the actions were entitled differently.

The case for the plaintiffs was that it was two separate transactions; one for money received and one for money lent. Defendant's case was that it is one action.

Mr. Nash, the defendants' solicitor, in the previous hearing, had submitted that it was a case of splitting. The action was dismissed on this ground and, although Mr. Loseby was granted a re-hearing, judgment was again given for the defendant on the original ground, said Mr. Sheldon.

POINTS OF APPEAL

The three points of appeal, Mr. Sheldon continued, were:

(A) that splitting did not apply when the actions were brought by separate plaintiffs.

(B) that the effect of the judgment is that the learned Judge has treated one action and one cause of action as synonymous terms, which, it was now submitted, was not correct.

(C) that assuming all facts found by the learned Judge to be correct, the proper decision would not be to dismiss both actions with costs, but to dismiss the action which was found to be not within the terms of the action.

CHOPPER ATTACK AT YAUMATI

Government Worker Involved.

Another chopper assault case was heard at the Kowloon Magistracy before Mr. E. I. Wynne Jones this morning, when Detective-Sergeant Franklin described a fight which took place in Saigon Street at 10.45 a.m. on August 7, between Leong Kit-chong and Lai Man, a cook at the Government Slipways, Yaumati.

Lai Man, who has been in hospital suffering from a bad cut on his right hand, was the complainant.

Sentence of six months' was passed.

U.S. SHOE PRODUCTION ON UPGRADE

New York, to-day.—July shoe production in the United States amounted to 89,000,000 pairs, as against 89,000,000 pairs in June and 88,749,000 pairs in July of last year.—United Press, per S. E. Levy and Company.



A scene from Havana Widows, featuring Joan Blondell, Glenda Farrell, and Guy Kilbee, which will be shown at the Alhambra Theatre on Sunday.

K.R.A. MONTHLY MEETING

CHANGES IN CHARTERED BANK FIVE DOLLAR NOTE

New Issue Has Larger "5" And Chinese Characters

In the new series of the Chartered Bank of India, Australia, and China small green \$5 notes, which will be issued shortly, the red figure "5" on the face of the note is greatly increased in size; and in addition the Chinese characters for the word "Five" have been added, also in red.

MOUNT PARKER TUNNEL COMPLETED

(Continued from Page 1)

tion of a catchwater, draining the northern and eastern slopes of Mount Parker. This catchwater will contour the slopes of Mount Parker at approximately 400 feet above sea level, from a point above Taikeo Dock to a point immediately below Tytam Gap, where it discharges into the tunnel which was "holed" this morning.

Passing through the tunnel, water will thence gravitate down the valley between the Island Road and Shek-O Road, to an intake pool, where it will be collected by the Tytam Tuk East Catchwater and discharged into the Tytam Tuk Reservoir.

The present contract comprises the construction of a short length of the catchwater, a reinforced cement concrete aqueduct, and the driving and lining of the tunnel.

540 FEET LONG

The tunnel is approximately 540 feet long and its overall dimensions are, height: 9 feet; width: 9 feet 6 inches.

Except for two short lengths, solid rock was encountered throughout the length of the tunnel, thus avoiding the necessity of heavy timbering for support.

The invert and side walls will be lined throughout with cement concrete, to present a smooth surface for the water flowing through it. The roof will be unlined, except for the two short lengths previously referred to, where a concrete lining will be necessary.

The tunnel was driven simultaneously from both ends, commencing on April 10, 1934, giving an average daily length of 4.22 lineal feet.

A compressor plant, capable of producing 400 cubic feet of air per minute at a pressure of 100 lbs. per square inch, was erected by the side of the Island Road at Tytam Gap. Compressed air is fed from this plant through 3 inch wrought-iron pipes and one inch hose to the four pneumatic drills working on the tunnel faces, and also to the oil forge and drill sharpener.

CONCRETE AQUEDUCT

The work is being carried out by the Eastern Mercantile and Construction Company, of No. 14, Queen's Road Central.

A feature of the scheme of more than usual interest is the concrete aqueduct, which connects two catchwaters a short distance from the mouth of the tunnel.

This aqueduct is constructed across a valley some 80 yards wide, and is built on the most modern lines, both from the engineering and from the artistic viewpoints.

The piers are arched, and are constructed to give the appearance of rough stone-work, thereby adding to the beauty of the aqueduct, as well as reducing its construction cost.

NATHAN ROAD BUS STOPS ARE DISCUSSED

Futile Suggestion From Kowloon Police.

FULL CORRESPONDENCE

The monthly meeting of the General Committee of the Kowloon Residents' Association was held last Monday evening in St. Andrew's Church Hall, Kowloon.

The President, Mr. L. D'Almeida e Castro, was in the chair. There were also present: Mr. H. F. Bunje (Vice-President), Mr. C. M. Hall (Hon. Secretary), Messrs. F. C. Mow Fung, W. Goldenberg, C. M. Manera, R. Pestonji, Li Chor Chi, B. Wylie, T. B. Wilson, C. E. Terry, Lam Ming Fan, E. Kern, Rev. E. L. Allen.

Apologies for absence were received from Messrs. H. F. Un, I. Murray, W. R. Rattey, Capt. R. Henderson and Lt.-Col. E. D. Matthews.

Correspondence with reference to the "Star" Ferry approach; bus stops in Nathan Road; an amusement park in Kowloon and Cox's Road Playground, was read and approved.

The sub-committee appointed to advise on the increased Postal Services in Kowloon reported that additional information was being obtained with a view to furnishing the Postmaster-General with a list of shopkeepers who would be willing to stock stamps.

The Hon. Secretary was instructed to write to the Government and enquire whether it would be possible for ambulance patients, travelling across the Harbour to be carried in the Vehicular Ferry and thus obviate the present system of taking stretchers on to the "Star" Ferry to the inconvenience of both the patients and the travelling public.

BUS STOP PROBLEM

Correspondence between the Association and the D.S.P., Kowloon, relative to certain bus stops in Nathan Road, was read and discussed at some length. It was decided to include in the Press report the following and concluding letters in connection therewith:

Kowloon Residents' Association, Kowloon, 25th July, 1934.

D. Burlingham, Esq., Deputy Inspector of Police, Kowloon.

Sir,—I beg to acknowledge receipt of your letter No. W.P.O. 21/1929 of the 19th May last and note the reason for the elimination of certain bus stops in Nathan Road.

My Committee have given the matter their careful attention and consider that the replacement of the "request" bus stops near the Central British School where the trees are in close proximity to the pavements, would not cause any serious obstruction to traffic.

It is further thought that the spacing of the trees at these points permits of such buses as would be required to pull up, to draw into the kerb in accordance with the Traffic Department regulations.

(Continued on Page 6)

The water channel across the top is entirely enclosed, and a footway will eventually be constructed on the top.

TWO THEATRE TICKETS FOR LIMERICKS

ONLY FILL IN LAST LINE.

TEN DOUBLE PASSES A DAY FOR "HAVANA WIDOWS"

Are you good at Limericks? Beginning to-day, the China Mail offers a three-day Limerick Contest in connection with the forthcoming First National film, "Havana Widows," which will be shown at the Alhambra Theatre, commencing Sunday. An incomplete limerick on "Havana Widows" is given below and the reader is required to fill in a last line which he or she considers is the cleverest.

Ten pairs of dress circle tickets are to be won each day, for the best "Last-liners" submitted for the limerick of that day.

Limericks are always popular, but you are not required to write a full limerick—only a last line—the one which seems to you to give the snappiest and funniest final kick.

As you know, of course, the last line must rhyme with the first two. An example of a perfect limerick is the one composed by the late President Woodrow Wilson, in which he made fun of his own face. It is as follows:

"As a beauty I know I'm no star;
There are others more handsome, by far;
But my face, I don't mind it,
For I am behind it—
It's the people in front that I fear."

Beginning from to-day and for the next two days, the China Mail will publish an incomplete limerick. On receipt of your copy of the Mail fill in the last line and post it before midnight of the same day to the Editor, "The China Mail."

Ten pairs of tickets will be issued for Sunday, Monday, and Tuesday. Famous players featured in this hilarious film, are Joan Blondell, Glenda Farrell, Guy Kilbee, Lyle

SCIENTIFIC RESEARCH

3,028 FEET BELOW SEA FOR OVER 2 HOURS

AT MAXIMUM DEPTH FOR 5 MINUTES.

LOWERED FROM TUG IN METAL SPHERE

Bermuda, To-day.

A new world's undersea diving record has been established by Dr. William Beebe, the world-famous marine biologist, who yesterday descended 3,028 feet and stayed under water for 2 hours 46 minutes. He remained for five minutes at the maximum depth.—Renter.

A few days ago Dr. Beebe made a descent to 2,500 feet under the sea, in a metal sphere lowered from a tug.

The famous scientist is collecting important scientific data, regarding marine life in the great depths under the sea and on the ocean floor. He has discovered strange and hitherto unknown species of fish life.

WEIRD FISH

At a depth of half-a-mile under the surface, he found a weird and phosphorescent fish of gigantic size, radiating flashing lights like stars in the sky.

Remarkable sensations were experienced by the scientist when some marine creatures, of unknown species, hurled themselves at the sphere, exploding like brilliant rockets.

Talbot and Allen Jenkins.

To-day's limerick is as follows: "Havana Widows" were unhappy because they had no sugar pappy so they hatched up a plot to get what they'd not

Name

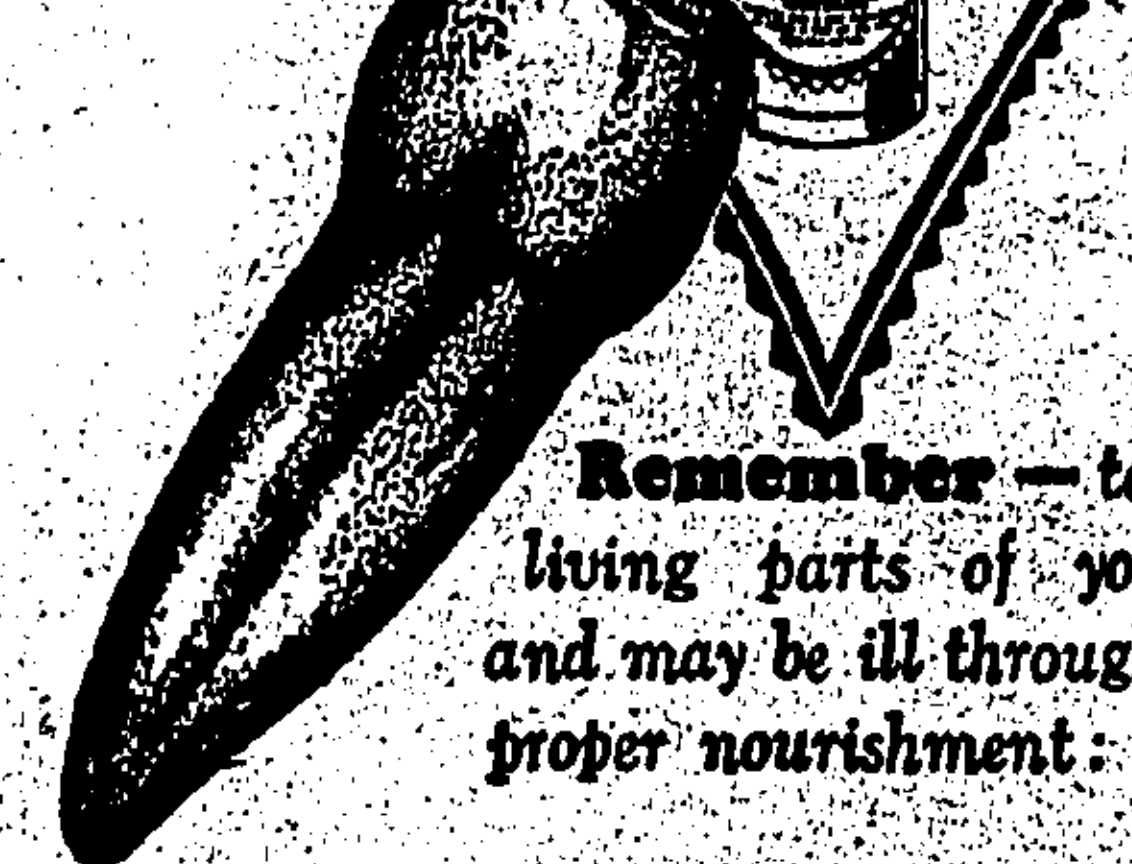
Address

But now you can Cure your teeth

from within—and conquer other Complaints too

Many troubles have the same cause as tooth-decay!

FREQUENT HEADACHES
HAIR FALLING OUT
SKIN TROUBLE
FEMININE COMPLAINTS



Remember—teeth are living parts of your body and may be ill through lack of proper nourishment: Calcium

You can no more clean away tooth-decay than you can bathe away headache. It is necessary to keep your teeth clean, but in addition you must strengthen them with Kalzana.

Kalzana conquers the lack of vital elements which is the real cause of tooth-decay. It will make your teeth strong and white again, and will prevent decay. It will do you a world of good in other ways too because it banishes all forms of ill-health due to lack of calcium in the body.

For Children

Kalzana will make them strong and healthy. It improves their appetite and cures weakness and irritability.

For Women

Kalzana is of special importance to women who suffer from irregularities, headache, nervousness, the nerves and obscure cardiac health.

For Men

Kalzana strengthens the whole system. It reduces blood pressure, cures heart trouble, and has a very favorable influence on Nerve Pains, Rheumatism and Tooth decay.

Get Kalzana to-day and overcome your troubles.

Kalzana

The Mineral Food for Better Health

J. A. Chas.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.
PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Ton.	From Hong Kong About	Destination.
1934.			
*BURDWAN	9,000	18th Aug.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RANPURA	17,000	25th Aug.	Bombay, Marseilles & London.
*MIRZAPUR	6,700	31st Aug.	Singapore, Penang, Colombo & Bombay.
*CORFU	15,000	8th Sept.	Bombay, Marseilles & London.
*SOMALI	7,600	15th Sept.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
MANTUA	11,000	22nd Sept.	Marseilles & London.
RAWALPINDI	17,000	6th Oct.	Bombay, Marseilles & London.
*BANGALORE	6,500	13th Oct.	Rotterdam, Antwerp & Hull.
COMORIN	15,000	20th Oct.	Bombay, Marseilles & London.
RAJPUTANA	17,000	27th Oct.	Bombay, Marseilles & London.
*BHUTAN	6,000	10th Nov.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
CHITRAL	15,000	17th Nov.	Bombay, Marseilles & London.
*BEHAR	6,100	24th Nov.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	1st Dec.	Bombay, Marseilles & London.
*SOUDAN	7,000	8th Dec.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RANPURA	17,000	15th Dec.	Bombay, Marseilles & London.

* Cargo only. † Calls Ceylon.
Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Ton.	From Hong Kong About	Destination.
1934.			
*SANTHIA	8,000	18th Aug.	Singapore, Penang & Calcutta.
*TALMA	10,000	31st Aug.	DO
SIRDHANA	8,000	15th Sept.	DO
TAHADA	8,000	29th Sept.	DO

* Calls Rangoon. † Call Port Swettenham.
B.I. Apcar Line steamers have excellent accommodation for
1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Ton.	From Hong Kong About	Destination.
1934.			
TANDA	7,000	1st Sept.	Manila, Rabaul, Brisbane, Sydney & Melbourne, and Hobart.
NANKIN	7,000	29th Sept.	DO
NELLORE	7,000	2nd Oct.	DO
TANDA	7,000	1st Dec.	DO

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
Hong Kong to Sydney - 19 days.

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Frequent connections from Australia with the following:
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Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Ton.	From Hong Kong About	Destination.
1934.			
MANTUA	11,000	23rd Aug.	Shanghai, Moji, Kobe & Yokohama.
SIRDHANA	8,000	24th Aug.	Shanghai, Moji, Kobe & Osaka.
NANKIN	7,000	2nd Sept.	Shanghai, Moji, Kobe, Osaka & Yokohama.
BANGALORE	6,000	5th Sept.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	19,000	6th Sept.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	8,000	7th Sept.	Shanghai, Moji, Kobe & Osaka.
COMORIN	15,000	20th Sept.	Shanghai, Moji, Kobe & Osaka.
TILAWA	10,000	21st Sept.	Shanghai, Moji, Kobe & Osaka.
*BHUTAN	6,000	2nd Oct.	Shanghai, Moji, Kobe & Osaka.
NELLORE	7,000	4th Oct.	Shanghai, Moji, Kobe, Osaka & Y. Hama.
RAJPUTANA	17,000	5th Oct.	Shanghai, Moji, Kobe & Yokohama.
SANTHIA	8,000	6th Oct.	Shanghai, Moji, Kobe & Osaka.
*BEHAR	6,100	14th Oct.	Shanghai, Moji, Kobe & Yokohama.
CHITRAL	15,000	19th Oct.	Shanghai, Moji, Kobe & Osaka.
TALMA	10,000	19th Oct.	Shanghai, Moji, Kobe & Osaka.
*SARDAN	7,000	31st Oct.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.
All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans and Louvre System.
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AUSTRALIANS HAVE 42.75 AVERAGE

(Continued from Page 4.)

At the Oval, Surrey drew with the Australians.
Surrey: 476 for 7 dec. (Sandham 219, Gregory 116).
102 for 2 (Gregory 59 not out, F. R. Brown 54 not out).
Australians: 629 (S. J. McCabe 240, W. H. Ponsford 125, D. G. Bradman 77, H. Bromley 56, Gover 6 for 147).
At Manchester, Lancashire drew with the Australians.
Australians: 367 (S. J. McCabe 142, 338 for 3 (W. M. Woodfull 172 not out, W. A. Brown 119).
Lancashire: 285 (Tyldesley 107).
Fleetwood-Smith 5 for 107.
At Trent Bridge, the Australians beat England in the first Test by 238 runs.
Australians: 374 (W. H. Ponsford 53, S. J. McCabe 65, A. Chipperfield 99, K. Farnes 5 for 102).
273 for 8 dec. (S. J. McCabe 88, K. Farnes 6 for 77).
England: 268 (Sturtcliffe 62, Hendren 79, Gentry 53, C. V. Grimmett 5 for 81, W. J. O'Reilly 4 for 76).
141 (C. F. Walters 42, W. J. O'Reilly 7 for 54).
At Northampton, the Australians drew with Northants.
Australians: 284 (W. H. Ponsford 56, D. G. Bradman 55, A. Chipperfield 50, Matthews 4 for 71).
234 (W. A. Brown 119, Matthews 5 for 87).
Northants: 187 (A. W. Snowdon 105).
133 for 9 (Bakewell 53, Timms 50, Fleetwood-Smith 5 for 29).
At Lord's the Australians beat the Gentlemen of England by 8 wickets.
Gentlemen: 177 (C. V. Grimmett 4 for 76).
287 (B. H. Lyon 67, R. W. V. Robins 64, C. F. Walters 40, B. H. Valentine 8).
Australians: 230 (E. R. T. Holmes 3 for 31, F. R. Brown 8 for 45).
235 for 2 (W. A. Brown 65 not out, S. J. McCabe 105 not out).
At Lord's, England beat Australia in the second Test by an innings and 38 runs.
England: 440 (C. F. Walters 82, Leyland 109, Ames 120, Wall 4 for 109).
Australians: 284 (W. A. Brown 105, Verity 7 for 61).
118 W. M. Woodfull, 43, Verity 8 for 45.
At Taunton, the Australians beat Somerset by an innings and 77 runs.
Somerset: 116 (F. S. Lee 59 not out, W. J. O'Reilly 9 for 29).
116 (Fleetwood-Smith 6 for 58).
Australians: 309 (W. M. Woodfull 34, L. Darling 79 (B. J. Barnett 51, Wellard 6 for 111).
At the Oval, the Australians beat Surrey by 6 wickets.
Surrey: 175 (Gregory 43, S. J. McCabe 4 for 24, C. V. Grimmett 4 for 64).
184 (Grimmett 5 for 38).
Australians: 261 (W. H. Ponsford 85, A. F. Kippax 50).
111 for 4 (D. G. Bradman 61 not out, W. A. Brown 0, W. H. Ponsford 10).
At Old Trafford, Australia drew with England in the Third Test.
England: 627 for 9 dec. (Sturtcliffe 63, C. F. Walters 52, Hendren 132, Leyland 158, Ames 72, G. O. Allen 61, Verity 61, O'Reilly 7 for 189).
123 for 0 dec. (C. F. Walters 50 not out, Sturtcliffe 69 not out).
Australians: 491 (A. Brown 72, S. J. McCabe 137, W. M. Woodfull 73, Verity 4 for 78).
66 for 1.
At Chesterfield, the Australians beat Derbyshire by 9 wickets.
Derby: 145 (Storer 40, Ebeling 5 for 28).
139 (Fleetwood-Smith 5 for 38).
Australians: 255 (D. G. Bradman 71, W. M. Woodfull 43, B. J. Barnett 48, Mitchell 7 for 105).
32 for 1.
At Sheffield, Yorkshire drew with the Australians.
Yorkshire: 340 (Layland 34, A. B. Sellers 104) and 157 (Wood 50).
Australians: 343 (D. G. Bradman 140, W. M. Woodfull 54, Bowes 7 for 100) and 28 for 1.
At Leeds, Australia drew with England in the Fourth Test.
England: 200 (C. F. Walters 44, O'Reilly 3 for 46, Grimmett 4 for 57).
229 for 6 (C. F. Walters 45, R. E. S. Wyatt 42, Hendren 49, Leyland 49 not out).
Australians: 584 (W. A. Ponsford 131, D. G. Bradman 304, Bowes 6 for 142).
At Sunderland, the Australians drew with Durham.
Durham: 73 (L. Fleetwood-Smith 7 for 21) and 204 for 6 (C. L. Adamson 52, G. Hickman 52).
Australians: 314 for 10 dec. (H. Bromley 97, A. F. Kippax 101, W. H. Ponsford 86).
At Edinburgh, the Australians drew with Scotland.
Scotland: 107 (C. B. Dempster 79, L. Fleetwood-Smith 6 for 45), and 118 for 8.
Australians: 331 for 5 dec. (S. J. McCabe 76, B. J. Barnett 92, A. F. Kippax 50 not out).
At Bristol, Gloucestershire drew with the Australians.
Australians: 308 for 2 (S. J. McCabe 61 not out, A. F. Kippax 50 not out).
Gloucestershire: 184 (Hammond 61, Fleetwood-Smith 7 for 40).
At Swansea, Australia drew with Glamorgan.

BRITAIN'S WEAKNESS IN THE AIR

(Continued from Page 3)

A certain number of Regular personnel of the very classes which will be urgently required for the new Regular Squadrons. Nevertheless, I understand that at least two new Auxiliary Squadrons are to be formed, one at Leicester and another in the west.

Demands Abroad And At Home.
The ordinary citizen, when he speaks of the Air Force, thinks in terms of home defence. There is, however, a wider sphere, almost as important. We have important bases overseas, and the Fleet Air Arm and Army co-operation have to be thought about.

In the Mediterranean and at Singapore, especially, the Air Force needs strengthening. As to home defence, it is too often assumed that London is our only vulnerable point. A glance at a map will show the need to defend the midlands, with their great manufacturing centres, and the south-east and east coasts, defence of which is no longer purely a naval consideration.

Britain's weakness is aggravated by her comparative poverty in civil aircraft, especially in air liners, which in time of war would have a certain value. Mainly, moreover, British air routes are Empire routes, and the operating aircraft are at all times widely scattered. In the following table of civil aircraft the British total includes a far larger proportion of small craft than those of other countries.

U. S. A.	7,330
France	1,600
Germany	1,200
Great Britain	625
Italy	580

A heavy penalty is paid for numerical weakness, for thus are research and experiment starved. Britain's decline to sixth place as an air power is further emphasised by her loss of the world speed, altitude, and duration records, and by disturbing efforts by other countries and certainly much poorer countries—to be powerful in the air at all costs.

ONE HOUR

(Continued from Page 10)

Manuelo, fascinated, watched it as it came directly over his glass, and then suddenly leaped forward and seized Maria's hand as it was hesitating in the act of emptying the packet.

"No! No!" he panted. "Not in mine—not in mine! I don't deserve it—it's all a mistake—it's horrible—it's unjust—I couldn't bear it—No! No!—In his, in his!" and he faltered, his elbows dropped on the table, his head fell forward, while great shudders ran through his body.

Maria stopped in the act of emptying the packet into Manuelo's glass, then her lips began to curl, and a smouldering fire lit up her splendid eyes.

"You are afraid, Manuelo," she said, "you are afraid of Juanito's vengeance perhaps?"

"Manuelo shook his head without looking up. 'It's a mistake,' he muttered. 'I don't love you, I—'

Maria's eyes flashed, and she turned to Juanito, who still gazed at his glass, his face grave and his lips firmly set.

ROOSEVELT MAY PURCHASE CANADIAN HAY TO FEED CATTLE IN DROUGHT AREA.

TARIFF REDUCTION SEEN

Washington, To-day.
President Roosevelt is considering a plan to purchase hay in Canada to feed cattle in the drought area.
If it is carried out, officials anticipate a possible 50 per cent. reduction in the hay tariff, or a duty-free import.
The President is also authorising a plan to regulate a normal and reasonable crop surplus, as he estimates that the drought has speeded up by two years the expected time for the disposition of the crop surpluses. —Reuter.

RAILROADS' RETIREMENT ACT RULING.

Temporary Injunction For Suspension Denied.

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received August 16, 10.05 a.m.)

Washington, To-day.
The District Supreme Court of Justice has denied the United States, railroads a temporary injunction suspending the Railroad Retirement Act.

It ruled that the companies would not be damaged pending the trial of the case. —Reuter.

BUSINESS RECEDES IN AMERICA.

Unemployment Burden Increasing.

SPECIAL TO CHINA MAIL.
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received August 16, 10.05 a.m.)

Cleveland, To-day.
The noted statistician, Mr. Leonard P. Ayres, said that business had receded by more than the normal seasonal percentage for the third quarter due to the drought and rising production costs. He said that unemployment and also the relief burden were increasing. —United Press, per S. E. Levy and Company.

STEEL OPERATIONS PROFITABLE

New York, to-day.—The second-quarter steel industry earnings are the best for over three years, indicating that operations have been profitable. Most steel companies have operated above 50 per cent. of capacity. —United Press, per S. E. Levy and Company.

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THE SUNSHINE ROUTE 18 Days To San Francisco Via Shanghai, Kobe Yokohama and Honolulu	THE EXPRESS ROUTE 17 Days To Seattle Via Shanghai, Kobe and Yokohama
Fortnightly sailings:— Pres. Taft Aug. 29, 6 a.m. Pres. Coolidge Sept. 5, Noon Pres. Pierce Sept. 12, Midnight Pres. Hoover Oct. 6, Noon Pres. Wilson Oct. 23, Midnight	Fortnightly sailings:— Pres. Grant Aug. 18, 6 a.m. Pres. Jefferson Sept. 1, 6 a.m. Pres. Jackson Sept. 14, Midnight Pres. McKinley Sept. 28, Pres. Grant Oct. 12, Midnight
EUROPE NEW YORK	MANILA
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Pres. Polk Aug. 18, 8.00 a.m. Pres. Adams Sept. 1, 8 a.m. Pres. Harrison Sept. 15, 8 a.m. Pres. Hayes Sept. 29, 8 a.m. Pres. Johnson Oct. 13, 8 a.m.	Pres. Polk Aug. 18, 8.00 a.m. Pres. Taft Aug. 21, 8.00 a.m. Pres. Jefferson Aug. 25, 8.00 a.m. Pres. Coolidge Aug. 30, 9.30 a.m. Pres. Adams Sept. 1, 9.00 a.m.

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THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD. Agents, Hong Kong.

OVERSUBSCRIBED SALFORD LOAN.

Lists Closed In Five
Minutes.

London, To-day.
The subscription lists for the £1,000,000 Salford Corporation 3½ per cent. loan, issued at 100, were closed within five minutes of opening, the issue being heavily oversubscribed. The terms of the issue were slightly below the market quotation of equivalent issues. —British Wireless Service.

U.S. LIFE INSURANCE SALES

New York, to-day.—July life insurance sales in the United States were 3.2 per cent. above those of July last year, against a gain for June over June of last year of 10.3 per cent. —United Press, per S. E. Levy and Company.

GOLD!

I pay highest prices for —
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JENNIE GERHARDT

WITH DONALD COOK
MARY ASTOR—H. B. WARNER.

NEXT SPENCER TRACY in
CHANGE "WHILE NEW YORK SLEEPS" FOX
WITH HELEN TWELVETREES—ALICE FAYE Picture

PRICE LEVEL OF COTTON.

Bankhead Desires
13 Cents Per lb.

NOTE TO ROOSEVELT

Washington, To-day.
Senator John H. Bankhead, author of the Bankhead Cotton Control Bill, has recommended that President Roosevelt should suspend for psychological reasons, all processing taxes and fix the price of cotton at the present level of 13 cents per pound.
Senator Bankhead argues that not so much money is needed to finance cotton marketing and control next year, and pegging the price would carry the cotton price over the usual sagging during the period of marketing.—Reuter.

UNITED AIRCRAFT CORP. AGAIN REPORT LOSS

New York, to-day.—The United Aircraft Corporation's report for the second-quarter shows a loss of U.S.\$1,257,536, against a loss of U.S.\$788,457 for the previous quarter and a profit of U.S.\$346,252 in the second-quarter of last year.—United Press, per S. E. Levy and Company.

U.S. BUSINESS RECOVERY

New York, to-day.—Mr. H. I. Harriman, the American public utilities Magnate, has predicted a moderate business increase in the Autumn, while Mr. William Green, President of the American Federation of Labour, has predicted a substantial volume of recovery.—United Press, per S. E. Levy and Company.

The forthcoming wedding is announced of Ludvik Knige, Physical Director, of No. 8 Morrison Gap Road, Hong Kong, to Miss Lida Flankoff, of 404 Avenue Joffre, Shanghai.

JOHNSTON PROPOSES BOARD OF DIRECTORS FOR N.R.A.

Willing To Serve As Chairman If Roosevelt Desires

SPECIAL TO CHINA MAIL

Washington, To-day.
The National Recovery Administrator, General Hugh Johnston, has proposed a board of directors to manage the future of the N.R.A. He is willing to serve as chairman if President Roosevelt desires.
The Secretary of Commerce, Mr. Daniel C. Roper, has planned a board to co-ordinate the Commerce and the N.R.A. advisory board's efforts.
General Johnston said that the N.R.A. had outgrown one-man control and suggested that the present Advisory Board might become the administrative board.—United Press, per S. E. Levy and Company.

DROUGHT DAMAGE

(Continued From Page 1)

Tugwell's Appeal.

SPECIAL TO CHINA MAIL

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1924. Received August 16, 10.05 a.m.)

Washington, To-day.

The United States Assistant Secretary of Agriculture, Professor Rexford G. Tugwell, in a speech, yesterday, at Clemson, South Carolina, to cotton farmers, declared that they must decide whether to continue to produce for export and also on the quantity they intend to export, if any.

"A difference of a few cents in the 1934 price should not blind you to the fact that the future of this continent may depend on your decision," he said.—United Press, per S. E. Levy and Company.

MORE OPTIMISM ON WALL STREET.

Traders Still Hesitant.

SPECIAL TO CHINA MAIL

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1924. Received August 16, 10.05 a.m.)

New York, To-day.

Wall Street traders are optimistic, but inactive.

Favourable market factors yesterday were the home modernisation bill, and the pension retirement suit which spurred rail buying.

Unfavourable factors were the retail sales which are lagging in some districts, and the drought which is hindering the planting of winter wheat.—United Press, per S. E. Levy and Company.

COLGATE-PALMOLIVE DIVIDEND

Jersey City, to-day.—The Colgate Palmolive Company has declared its regular quarterly dividend of U.S.\$1.50 per share on preferred stock. The Company's earnings for the first six months of this year were approximately U.S.\$9.76 per share (preferred).—United Press, per S. E. Levy and Company.

GASOLINE PRICES EASIER

New York, to-day.—The daily average of crude oil production in the United States last week was 2,505,850 barrels as against 2,451,300 barrels for the previous week. A Chicago message states that gasoline prices are easier.—United Press, per S. E. Levy and Company.

BRITISH TRADE IMPROVES

(Continued from Page 1)

Exports for the seven months were £223,048,987, an increase of £17,820,891 on last year, and an increase of £6,721,943 on 1932.

Re-exports for the seven months were £33,135,872, an increase of £3,624,894 on 1933, and of £500,952 on 1932.—British Wireless Service.

ORIENTAL THEATRE

LAST 4 TIMES TO-DAY
AN ACTION PICTURE
WITH A PACE AS
FAST AS
MODERN LIFE



MARY ASTOR
RICHARDO CORTEZ
JOHN HALLIDAY
Men of Chance

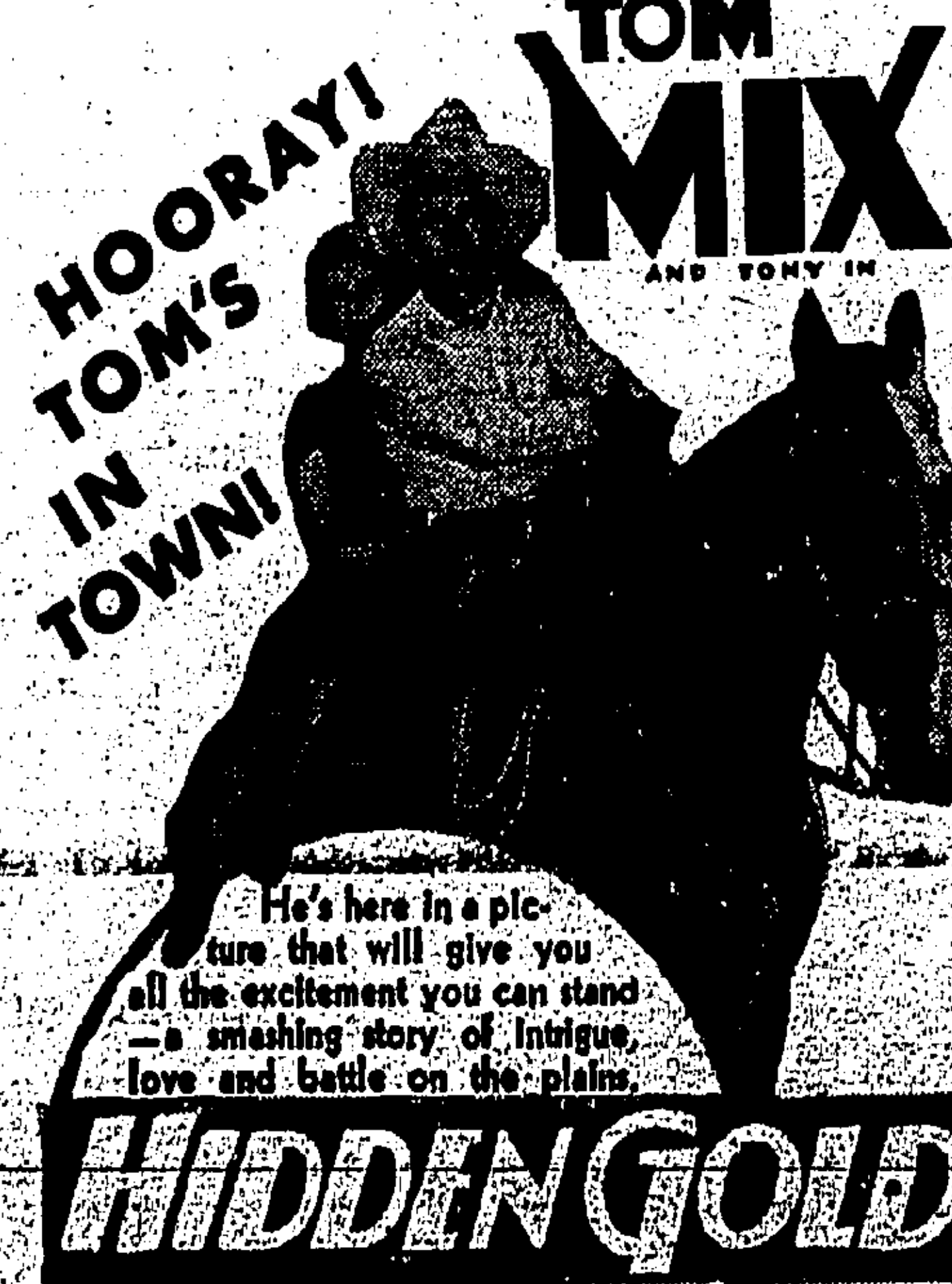
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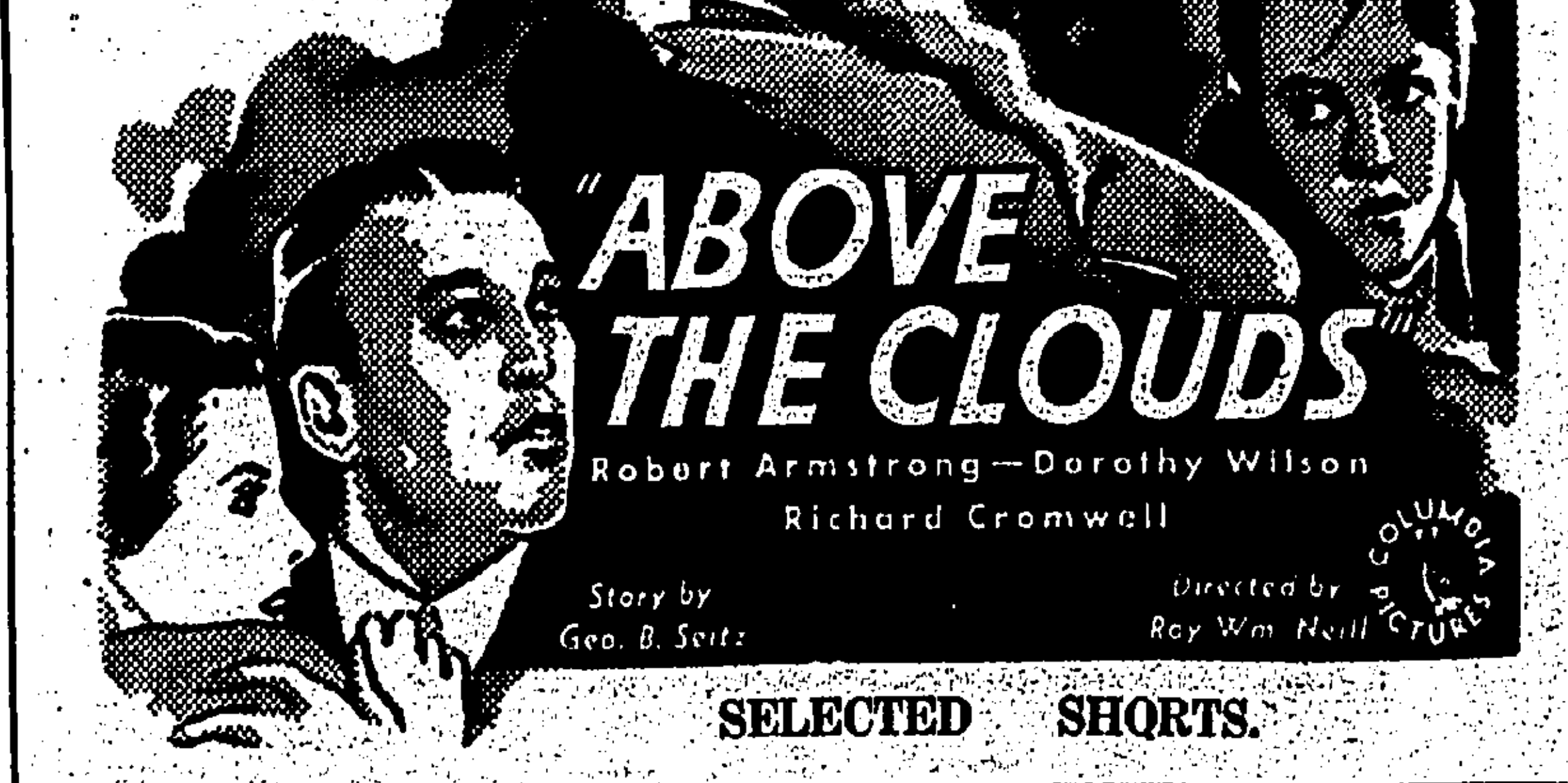


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He's here in a picture that will give you all the excitement you can stand—a smashing story of intrigue, love and battle on the plains.
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At 2.30, 5.10, 7.20 & 9.30.

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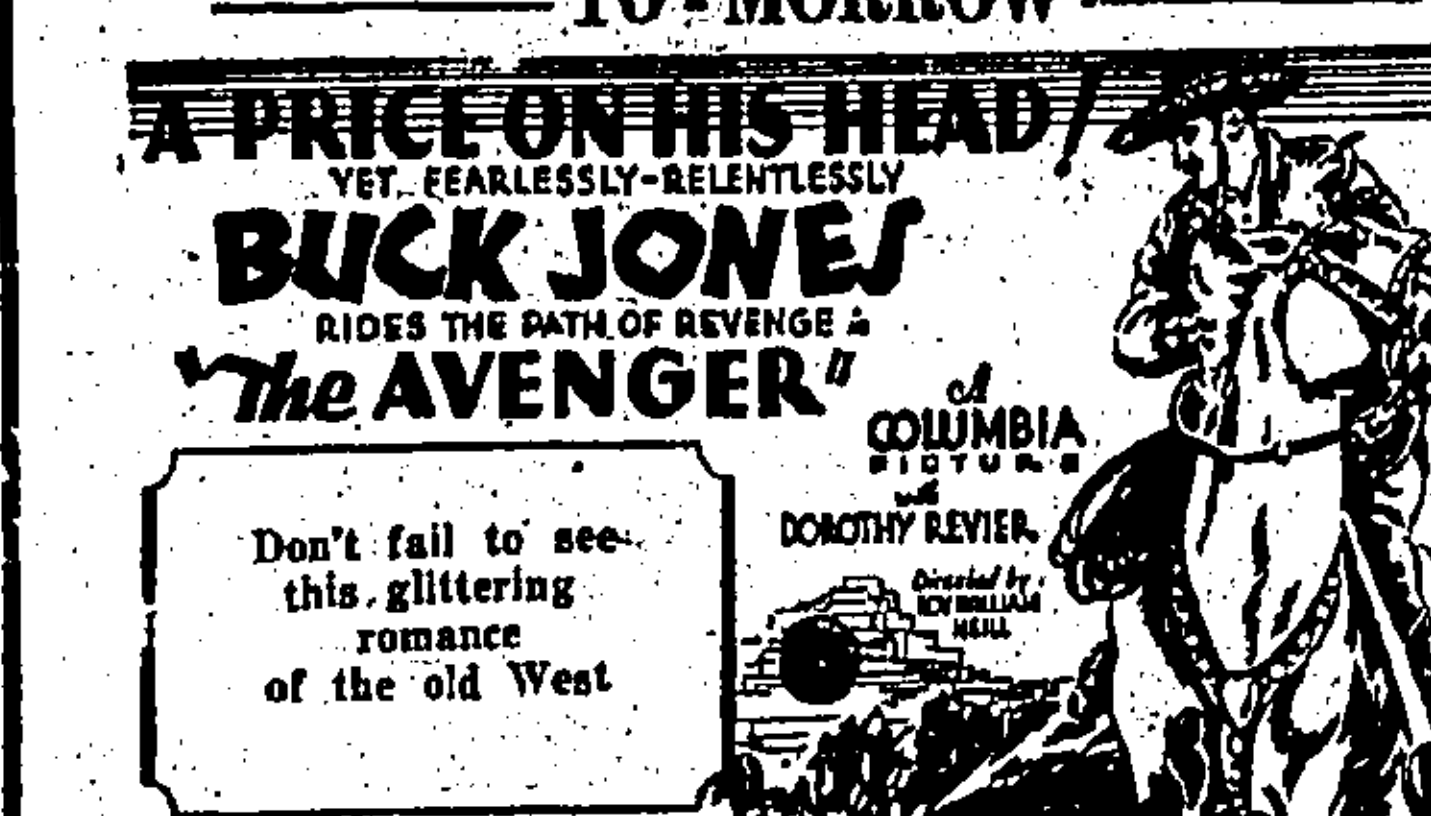


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TO-MORROW

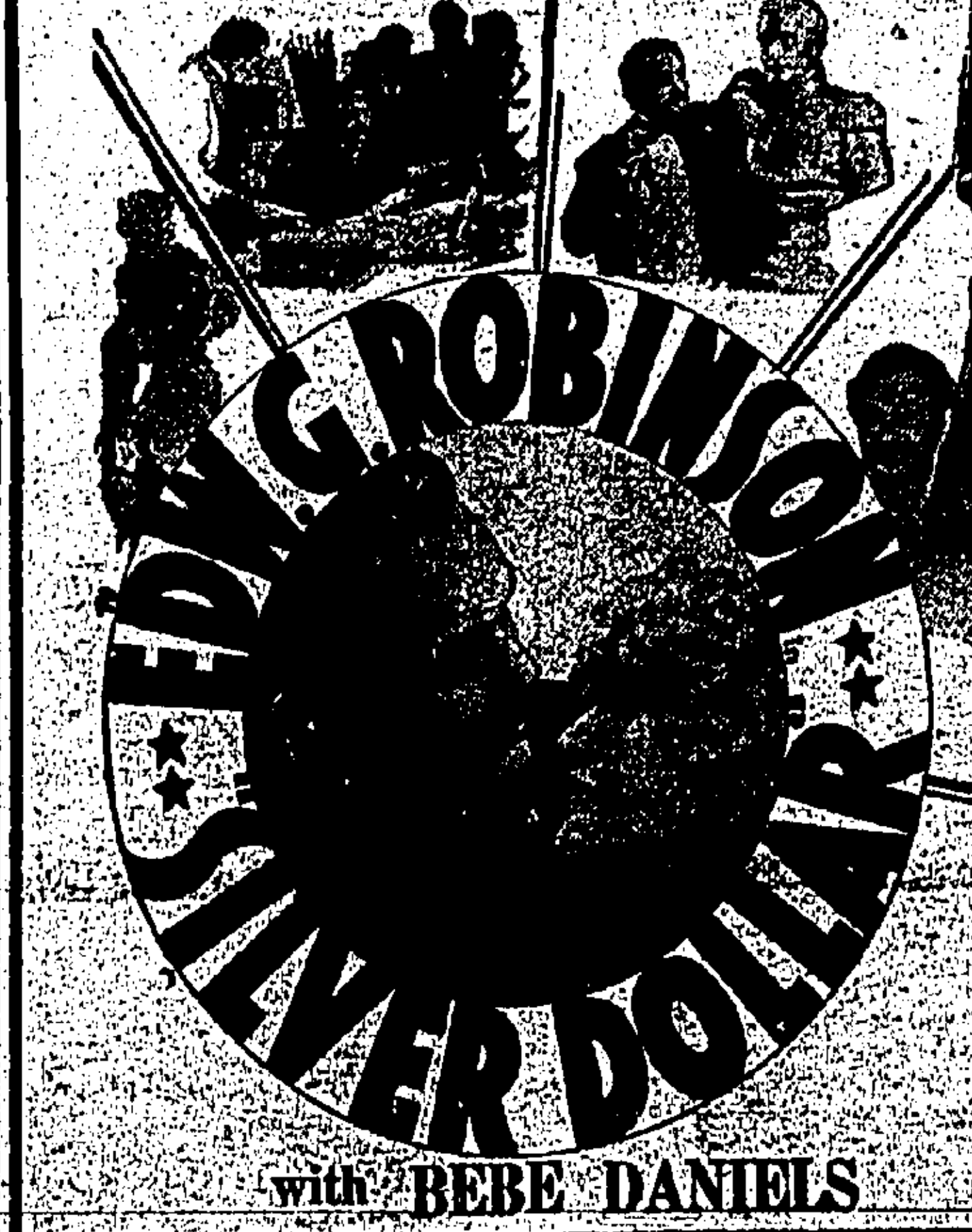


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